3M MICROFILM

START OF ROLL

ROLL NO.

231

CONSTRUCTION CONTRACTS

9405

OREGON DEPARTMENT OF TRANSPORTATION

1982 Whitney Sand Storage Shed 9405
Whitney-Tipton Sec. on Whitney
Hwy. #71. (Building)

AFR 587
9-4-81

9405

February 9, 1983

The Honorable Lorene Allen
Judge, Grant County
Courthouse
Canyon City, Oregon 97820

Dear Judge Allen:

SUBJECT: Maintenance Shed
Austin-Sumpter Road

A summary of the cost for the subject maintenance shed are shown on the attached expenditure sheet. According to our agreement dated September 26, 1979, the County's share of these costs is $47,620. Your FAS-C funds will be reduced this amount.

Very truly yours,

D. E. Swan, P.E.
Acting Program Section Manager

HR:pf
Attachment

040 3216 198 00

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — DECEMBER 1982 — PAGE 1126

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
		** JOB TOTALS **				**	**	5,450.20	**
YAMHILL STOCKPILE SITE — CONT NO — FA PROJ NOS									STATE
	040	3219	198	00				4,599.13	
		** JOB TOTALS **				**	**	4,599.13	**
WHITNEY SAND STORAGE SHED — CONT NO 9405 = FA PROJ NOS									STATE
	040	3286	193	00	Maintenance Supervision	69.37		608.16	
	040	3286	198	00	Maintenance Work			371.46	
	040	3286	201	00	Contractor	12,381.10		90,133.08	
	040	3286	204	00		3,887.60			
	040	3286	206	00	Interest to Contractor	17.00		17.00	
	040	3286	424	00	Architectural Fee			88.01	
	040	3286	900	00	Engineering.	990.55		4,022.90	
		** JOB TOTALS **				** 17,345.62	**	95,240.61	**
MAJOR CLASS 32 TOTALS						17,345.62		105,314.68	
UNITY LK ST PK DAY-USE — CONT NO — FA PROJ NOS									STATE
	001	3306	604	00				4,286.86	
	001	3306	618	00				97.65	
		** JOB TOTALS **				**	**	4,384.51	**
FORT STEVENS ST PK DAY-USE — CONT NO — FA PROJ NOS									STATE
	004	3310	600	00				39.28	
		** JOB TOTALS **				**	**	39.28	**
FORT STEVENS-ONITE AREA — CONT NO — FA PROJ NOS									STATE
	004	3381	661	00				490.20	
		** JOB TOTALS **				**	**	490.20	**
SUNSET BAY ST PK ONITE AREA — CONT NO — FA PROJ NOS									STATE
	006	3380	600	00				9.00	
		** JOB TOTALS **				**	**	9.00	**

County share
95240.61 / 2 = 47,62

9405

September 7, 1982

United Pacific Insurance Company
P. O. Box 7427
Boise, ID 83707

CON 5
#9405

Gentlemen or Ladies:

On September 1, 1982, we wrote to you concerning release of final payment on Contract No. 9405 awarded to Michael A. Becker for the Whitney Sand Storage Shed on the Whitney Highway in Baker County.

Final payment on this contract is $1,000 and the total contract amount is $90,138.08. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Michael A. Becker
P. O. Box 443
Union, OR 97883

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, WA 98401

bc: C. T. Keasey
Walt Hart
Robert D. Hector

9405

FINAL REPORT

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Whitney Sand Storage Shed Whitney-Tipton		WEEK ENDING: July 30, 1982
		SECTION PREFIX: 040-3286
HIGHWAY: Whitney		COUNTY: Baker
NAME OF JOB: Whitney Sand Storage Shed	KIND OF WORK: Building	
CONTRACTOR: Michael A. Becker, General Contractor	CONTRACT NUMBER: 9405	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 24, 1981	DATE WORK STARTED: March 15, 1982	ESTIMATED COMPLETION DATE: June 25, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 200	WORK DAYS USED CALENDAR DAYS USED 190
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 95%
PROJECT AUTHORIZATION: $ 101,427.54	ENGINEERING AUTHORIZATION $ 8,858.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 97%
EXCLUSIVE OF ENGINEERING: $ 92,569.24		
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 90,133.08	ENGINEERING COST TO DATE $ 4,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.6 %	PERCENT OF AUTHORIZATION 54 %	DATE PROJECT WAS COMPLETED: June 25, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	~~OILMAT~~ OIL MAT. FOR PAVE.	MAT'L. PROD.	Building	
			100%	100%		100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.1			0.1
MILES PARTIALLY COMPLETED		0.1			0
MILES COMPLETED		0.1			0.1
TOTAL ESTIMATED QUANTITIES (CONTRACT)		540 c.y.		100%	1200 s.y.
TOTAL QUANTITIES CORRECTED TO DATE		682 c.y.		100%	1213 s.y.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		682 c.y.		100%	1213 s.y.
AVERAGE DAILY QUANTITIES		0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		0		0	0
NUMBER OF SHIFTS PER DAY		0		0	0
HOURS PER SHIFT		0		0	0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
JULY SUNDAY 25	Fair			
MONDAY 26	Fair			
TUESDAY 27	Fair			
WEDNESDAY 28	Fair			
THURSDAY 29	Fair			
FRIDAY 30	Fair			
SATURDAY 31				

RECEIVED
AUG 4 1982
CONSTRUCTION SECTION

CE CAE FOE OCS SCS FEO OM CA LS TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	"
TUESDAY	"
WEDNESDAY	"
THURSDAY	One man worked on semi-final
FRIDAY	One man worked on semi-final
SATURDAY	No Activity

REMARKS

Semi-final was submitted to the Region office on Friday of this week.
This is final report.

SIGNED _____ LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

		040	3219	198	00				4,599.13
				** JOB TOTALS **		**		**	4,599.13 **
WHITNEY SAND STORAGE SHED	CONT NO 9405			FA PROJ NOS					STATE
		040	3286	193	00				538.79
		040	3286	198	00				371.46
		040	3286	201	00	12,250.80		12,250.80	90,002.78
		040	3286	204	00	612.54CR		612.54CR	4,500.14CR
		040	3286	424	00				88.01
		040	3286	900	00	581.45		581.45	3,613.80
				** JOB TOTALS **		12,219.71	**	12,219.71 **	90,114.70 **
				MAJOR CLASS 32 TOTALS		12,219.71		12,219.71	100,188.77
UNITY LK ST PK	DAY-USE CONT NO			FA PROJ NOS					STATE
		001	3306	604	00				4,286.86
		001	3306	618	00				97.65
				** JOB TOTALS **			**	**	4,384.51 **
FORT STEVENS ST PK	DAY-USE CONT NO			FA PROJ NOS					STATE
		004	3310	600	00				39.28
				** JOB TOTALS **			**	**	39.28 **

8

7-82

Waiting next month for info for final statement

9405

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
FORT STEVENS-ONITE AREA	CONT NO	FA PROJ NOS				STATE
	004 3381	661 00				490.20
		** JOB TOTALS **			**	490.20 **
SUNSET BAY ST PK ONITE AREA	CONT NO	FA PROJ NOS				STATE
	006 3380	600 00				9.00
		** JOB TOTALS **			**	9.00 **
VLY OF ROGUE ST PK DAY-USE	CONT NO	FA PROJ NOS				STATE

9405

GENERAL FILES

INT 7-2

DATE: September 4, 1981

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Whitney Sand Shed
Whitney Highway #71 (ORE7)

On the September 24 consent calendar for your consideration is the construction of the Whitney Sand Shed at an estimated cost of $150,000. State funds are required.

a9R587 — Agreement No. 6385 between Grant County and the State Highway Division allows the County to share indirectly in the construction cost equal to 50 percent, and not to exceed $50,000 by transferring FAS-C funds to the State elsewhere. This sand storage facility is a priority need for the winter maintenance of the Whitney Highway.

For your information, the Highway Division assumed responsibility for the Austin-Sumpter Highway in April 1980. At that time, the potential need for a sand shed to properly maintain this new highway section was expressed. This situation has been closely observed since the takeover, and the need for the sand shed is evident.

Funds are available in the budget, and I recommend that we proceed with its construction.

RL:ji HSC:lb

bc F. B. Klaboe
R. W. Gormsen
W. E. Schwartz
R. L. Schroeder
D. H. Moehring
V. E. Skoog
George Bell

9405.

L,

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: April 22, 1981

SUBJECT: Whitney Sand Shed

NOTED
H. S. COULTER

The real issue relating to a new sand shed at Whitney is what our sanding policy will be in the future. If our policy remains approximately as it is now, we definitely need a shed to store sanding materials. If our policy is to change to a no sand, chains required, policy we obviously would have no need for a shed.

My opinion is that we will continue to be pressured to provide sand for the travelling public and we will not be able to resist this pressure. The best we can hope to do is reduce the amount of sand used through better management of our plowing and sanding activity.

My recommendation would be to go ahead with the planned construction of a new shed, taking advantage of the $50,000 offer of Grant County. The plan which is currently on the shelf is for a prestressed concrete A-frame type of structure at an estimated cost of $180,000+. Although this type of structure has a number of advantages which make it highly desirable, we can no longer afford it. I would now recommend the more traditional timber-frame structure at a considerable savings.

W. E. Schwartz
Region Engineer

RECEIVED
STATE HWY ENGR
APR 24 '81
REFER TO
Schroeder
FOR
Info | Invest | R/D | D/R | Sign | Act | File

WES/vt
cc: R. L. Schroeder
Dale Hiatt w/attachment

Yr. Recommendation in Plans
4-24-81 HSC

9405

L.

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: April 10, 1981

FROM: W. E. Schwartz
Region Engineer

NOTE
H. S. COULTER

SUBJECT: Whitney Sand Shed
Whitney Highway
Baker County

In our recent road exchange agreement with the U.S.F.S., Baker and Grant Counties, Grant County agreed to give us $50,000 from their Federal Aid Secondary fund as their contribution to the road exchange agreement. This $50,000 was to be used to construct a sand shed near the townsite of Whitney.

The question now arises as to whether or not we will be needing a sand shed at Whitney, or if we will even be sanding this highway.

We should not forget this $50,000 and let it be lost as the Federal Aid Secondary program is being phased out. We should either figure out a way to get the sand shed built, use the money for some other highway purpose in Grant County, or return the money to Grant County so that they may use it.

Pat —
After watching this hwy for the past couple of years, what are your conclusions?
4 15 81

WES/vt
cc: R. L. Schroeder
Dale Hiatt

RECEIVED
STATE HWY ENGR
APR 13 '81
REFER TO
FOR
Info | Inves | R/C | Sig | Sign | Act | File

9405

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. W. E. Schwartz
Region 5 Engineer

DATE: June 9, 1980

DES 23
Br. 16488

FROM: L. L. Wallace
Asst. Bridge Engineer

L. L. WALLACE

SUBJECT: Whitney Sand Shed
Bridge 16488
Whitney-Tipton Section
Austin-Sumpter Highway
Baker County

NOTED
E. S. HUNTER

Enclosed are four reduced size prints of drawings 35351 through 35353 which are the advance plans for the subject structure. These plans have been designed to allow the stems of the precast tee beams to be on the outside, which makes the beams much less vulnerable to damage from equipment.

Also enclosed is a box of sample concrete stains for your review. Our architectural unit recommends the "Canyon Tan" or "Autumn Tan" colors. Please discuss this with the Forest Service and note which color is to be used to stain the outside surfaces of the sand shed and return the sample box with the selected color indicated.

Our present estimate of costs for the proposed structure and wearing surface is $200,000, including 20% engineering and contingencies. This cost figure was determined assuming that grading and site preparation will be done by maintenance forces.

These plans are sent to you for a field review. Please return one set by June 21, 1980 with your comments and/or corrections noted thereon.

GDA:dh
Enclosures

cc E. S. Hunter
Specs Unit /w/ 1 set encls. plus estimate sheet (unchecked) and designer's notes.
Construction /w/ 1 set
Maintenance /w/ 1 set
Utility Unit /w/ 1 set
Engineering /w/ 1 set
J. Schlieski /w/ 1 set

RECEIVED
TECHNICAL SERVICES
JUN 10'80
REFER TO
FOR
Info | Inves | R/D | D/R | Ign | Act | File

Contains Recycled Materials
81-125-1387

SP*75663-125

9405

MAI 21-2

STATE OF OREGON
HIGHWAY DIVISION-MAINTENANCE

INTEROFFICE MEMO

NOTED
H. S. COULTER

TO: H. S. Coulter
State Highway Engineer

DATE: May 23, 1980

SUBJECT: Sand Shed
Whitney-Tipton Section

Execution 4/24/80 of the Baker County agreement relating to the Austin-Sumpter road has set the clock ticking for real on several matters.

Region needs a sand shed to properly operate this new highway section. They have forwarded the necessary particulars for the sand shed to Walt Hart and have requested a design using prestressed concrete.

Region now appeals for financing from State Construction Funds (basically) as they have more than enough needs for the somewhat discretionary Contract Maintenance funds made available in this biennium through your good offices and the Maintenance Program.

We are therefore requesting your approval of an estimated $200,000 State Construction Fund project for this sand shed.

John W. Sheldrake
Maintenance Operations Engineer

JWS:sv

Attachments

cc: W. E. Schwartz

5/23/80
OK. to proceed. I would like this year ... for ...

RECEIVED
STATE HWY ENGR
MAY 6 - '80
REFER TO
FOR
Info | Inves. | R/D | D/R | Sign | Act | File

1-125.1387

STATE OF OREG[illegible]

INTER[illegible]ICE MEMO

TO: R. L. Schroeder
Maintenance Engineer

DATE: April 28, 1980

FROM: W. E. Schwartz
Region 5 Engineer

SUBJECT: Sand Shed
Whitney-Tipton Section

Bridge Design has given us preliminary cost estimates ranging from $145,000 - $187,000 for the above sand shed. The low price is for a conventional timber structure and the higher figure is for a prestressed concrete structure built up from Linn-T sections.

We propose to use the concrete structure because it has no interior members which hamper charging or loading operations. Future maintenance costs should also be considerably lower. It should also be more compatible with the environment which is an important consideration, because we will be occupying Forest Service land on a special use permit.

Financing this project is our problem at this time. From discussions Bill Anhorn has had with your office, he has the understanding that we will have to finance the project from our $525,000 special maintenance fund. I hope that we do not have to do this. It is my understanding that this fund is set up to finance local political committments and other special Region priority projects.

Since this is not one of our priority projects, I believe that it should be funded from some other source. Are other sources such as maintenance buildings, unallocated maintenance funds, or State construction funds available for this project?

We have to get this project off the ground at the earliest possible date so that we can use the shed this winter. We need to know how the project is to be funded as soon as possible. Please advise.

WES/vt
cc: Walt Hart
Dale Hiatt

[illegible]

STATE OF OREGON

INTER[illegible]FICE MEMO

DATE: April 28, 1980

TO: Walt Hart
Bridge Engineer

FROM: W. E. Schwartz
Region 5 Engineer

SUBJECT: Sand Shed
Whitney-Tipton Section

This office has considered the preliminary estimates for both timber and prestressed concrete sheds and have decided to use the concrete shed. Please proceed with the design on this basis.

Attached is the information which we are advised you need to proceed with the design. There is a plot plan, typical cross-sections, and foundation investigation information. If you need anything further, please advise. All site preparation will be done by maintenance forces.

We will be assuming maintenance of this highway this winter and will need the sand shed. Please get the project to contract at the earliest possible date.

WES/vt
cc: R. L. Schroeder
Dale Hiatt

RECEIVED

9405

STATE OF OREGON

INTEROFFICE MEMO

DES 23
16488

DATE: May 2, 1980

TO: Mr. W. E. Schwartz
Region 5 Engineer

FROM: Walter J. Hart ORIGINAL SIGNED
Bridge Engineer WALTER J. HART

SUBJECT:

Whitney Sand Shed
Bridge 16488
Whitney-Tipton Section
Austin-Sumpter Highway
Baker County

NOTED
E. S. HUNTER

Enclosed are three reduced size prints of Drawings B-845, 23909, and 23910 which are the preliminary plan and elevation and detail drawings for this structure.

Our present estimate of costs for the proposed structure is $187,000, which includes 20% engineering and contingencies.

Our Foundation Engineer has indicated that the information sent in with your letter of April 28 is insufficient to determine the foundation requirements. Standard penetration test values are required. The foundation shown on Drawing B-845 is subject to change accordingly. If a tie beam is required between the footings, the additional cost will be $22,000.

It should be noted that only 1 1/2" of concrete covers the prestressing strands in the beams and care must be taken using equipment inside the shed to avoid knocking off this concrete protection. The use of salt in the sand shed would also require extra concrete protection.

Please advise us about the above matters at your earliest opportunity.

GDA:smd

Encl.

cc E. S. Hunter

RECEIVED
TECHNICAL SERVICES
MAY 5'80
REFER TO
FOR
info | Inves | R/D | S/R | Bill | D | File

81-125-1387

9465

7-17

and vest in State and is further described as follows:

> All the land within the right-of-way boundaries of the Austin-Sumpter Road, from its junction with the Austin Spur of the John Day Highway, State Primary Highway No. 5; thence easterly via the community of Whitney, to a junction with the Sumpter Valley Highway, State Secondary Highway No. 410.

2. State shall, by resolution, transfer to County all State's right, title, interest, jurisdiction, maintenance and control of Austin Spur, of the John Day Highway, State Primary Highway No. 5, from Mile Point Y192.69 to Mile Point Y193.38, at Austin approximately as shown colored in red on the attached Exhibit A, and State shall furnish to County all available maps, records and data pertinent to the aforementioned highway.

3. State shall construct, at a site agreed upon by the Forest Service, a maintenance storage yard and sand shed for the purpose of providing year round maintenance on the Austin-Sumpter Road. Accurate cost records shall be maintained and upon completion of construction the State shall submit itemized billing for 50% of the cost, not to exceed $50,000, to be accomplished by transfer of FAS-C funds.

THINGS TO BE DONE BY COUNTY

1. County agrees to accept the Austin Spur as hereinafter described and shown colored in red on the attached Exhibit A, and all right, title, interest, jurisdiction, maintenance and control therein or thereupon shall pass and vest in County and is further described as follows:

> All the land within the right-of-way boundaries of the Austin Spur, of the John Day Highway, State Primary Highway No. 5, from Mile Point Y192.69 to Mile Point Y193.38 at Austin, a distance of 0.69 miles.

2. County agrees to the designation of the Austin-Sumpter Road as a State Highway.

3. County agrees, upon completion of the maintenance storage yard and sand shed, to transfer FAS-C funds equal to 50% of the construction cost, not to exceed $50,000 to the State.

4. County shall execute this agreement during a duly authorized session of its County Court.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

August 13, 1979

Hon. John Moreau
Grant County Judge
Courthouse
Canyon City, Oregon 97820

Dear Judge Moreau:

RE: Highway and Road Transfer, Austin-Sumpter Road, Agreement No. 6385 Dated Sept 26, 1979

Enclosed are four copies of an agreement concerning the Department of Transportation's inclusion of the Austin-Sumpter Road in the State Highway System; transfer to the county of a portion of the Austin Spur of the John Day Highway; and participation by the county, by transfer of FAS-C funds, in construction of a maintenance storage yard and sand shed on the Austin-Sumpter Road.

As you know, the Department of Transportation will accept the Austin-Sumpter Road following completion of improvements to acceptable standards. Also, it was originally felt the county should accept state secondary highway mileage comparable to anticipated maintenance costs for that section of the Austin-Sumpter Road lying in Grant County. This proposal was not acceptable to the previous County Court (Judge Cole, Commissioner Hansen and Commissioner Maple) and no action was taken on the agreement.

During subsequent conversations various methods of county participation in assisting the Department of Transportation in absorbing the additional cost of taking more mileage into the State Highway System were discussed. It was verbally agreed the county would accept that portion of the Austin Spur from Ricco Barn to Austin and to participate, on a one time basis, in the cost of constructing a maintenance storage yard and sand shed by transfer of FAS-C funds. This method of county participation is the most attractive as no state secondary highways, other than the portion of the Austin Spur, was found to be acceptable to the Court. Please note the funds will not be transferred until after the Austin-Sumpter Road is accepted and the maintenance storage yard and sand shed are constructed.

Fund transfer not to exceed $50,000

Yard and Shed completed June 30, 1982

Funds transferred by 1982 Fund

Agreement approved 9/26/79
Resolution No. 587 5/20/80 by
Transportation Commission

Please review the agreement carefully and if found to be acceptable present it to the court and county clerk for signature. After the Agreement has been signed, return the three "blue bound" copies to me for further processing. Retain the unbound copy for your interim records until a fully executed copy is sent to you.

Do not hesitate to call me if you have any questions.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL:ph
Enc.
cc D. E. Swan
C. D. Hiatt w/attachment

1982 Columbia River Hwy. @ Gable 9406
Rd. & St. Helens Commercial Center
Sec. (Traffic Signal Installation)

C+A 7321

6-3-81

1404

May 16, 1983

Safety Signal Systems, Inc.
7002 - 220th St., SW
Mountlake Terrace, WA 98043

CON $
#9406

Attention: Bruce R. Culver
President

Gentlemen or Ladies:

Thank you for your Release of Claim dated May 10, 1983, stating that your claim in the amount of $8,601.02 has been satisfied.

You state this is in reference to the Schoolhouse R Electric Contract No. 9406 for traffic signals on the Columbia River Highway at Gable Road and St. Helens Commercial Center.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

cc: Schoolhouse R Electric
246 Fourth St.
Ashland, OR 97520

Allied Fidelity Insurance Co.
P.O. Box 20112
Indianapolis, Indiana 46220

ED
5/19/83

RELEASE OF CLAIM

THIS IS TO CERTIFY that certain claim for the sum of 8,601.02 dollars and costs and attorney's fees against Schoolhouse Electrical Contractors contractor and Allied Fidelity Insurance Company surety, on contract for improvement of Sign Route No. _____, Section Columbia River Hwy at Gable Rd & St. Helens

Contract No. 9406 heretofore filed by the undersigned in the office of the Dept. of Transportation, State of Oregon ~~Washington~~ is fully paid, satisfied and discharged, that any and all persons, including the State its officers and agents and the contractor and surety in question, are relieved from all liability for payment of the same; and that the said State, its officers and agents are hereby authorized and requested to cancel the said original of such claim as so filed.

Dated May 10, 19 83

Safety Signal Systems, Claimant.

By Bruce R. Culver, President

Address 7002 220th SW, Mountlake Terrace, WA 98043

STATE OF WASHINGTON)
)
)
County of Snohomish)

This is to certify that on this 10th day of May A.D., 19 83, before me the undersigned notary public duly commissioned and sworn, personally appeared Bruce R. Culver to me known to be the individual described in and who executed the foregoing instrument, and acknowledged to me that he signed the same as his free and voluntary act and deed, or the free and voluntary act and deed of the firm whom he represents, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on the day and year in this certificate above written.

Jeanette C. Stumpf

Notary Public in and for the State of Washington, residing at Lynnwood

DOT FORM 134-036 REVISED 9/77

RECEIVED
MAY 13 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9406

C

February 4, 1983

Allied Fidelity Insurance Company
P. O. Box 20112
Indianapolis, Indiana 46220

CON 5
#9406

Gentlemen or Ladies:

A post-final payment for $5,170 will be made to Schoolhouse R Electric on Contract No. 9406 for traffic signal installation on the Columbia River Highway at Gable Road and St. Helens Commercial Center in St. Helens, Columbia County, as soon as the warrant is prepared.

The total amount paid on this contract will be $51,229.48 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Schoolhouse R Electric
246 Fourth Street
Ashland, OR 97520

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9406

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 20, 1983

In Reply Refer to
File No.:

Schoolhouse R. Electric
246 Fourth Street
Ashland, OR 97520

Time Extension Request
Gable Rd. & St. Helens
Commercial Center
Contract No. 9406

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 47 calendar days is granted due to the late arrival of State furnished poles and the performance of extra work.

This will eliminate all liquidated damages on this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk/rb

bc: C. T. Keasey
Al Harwood w/att.
Paul Barnhart w/att.
Bob Church

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: ED HARDT
Region Metro Engineer

DATE: January 7, 1983

FROM: for Paul R. Barnhart
Project Manager

SUBJECT: Engineer's Recommendation Regarding Contractor's Request For Increase In Number Of Workdays

GABLE ROAD & ST. HELENS COMMERCIAL CENTER
COLUMBIA RIVER HIGHWAY
CONTRACT NO. 9406
CONTRACTOR: SCHOOLHOUSE R. ELECTRIC
KIND OF WORK: TRAFFIC SIGNALS

OM MRE OE PPM CE
TOS RECEIVED ME
US JAN 10 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

It is recommended that the request for increase in the number of workdays within which to complete this contract be granted. The reasons for such recommendation are as follows:

The specification for this project required the state to furnish the signal poles. The contract was awarded December 22, 1981. The state was not able to furnish the poles until April 21, 1982 at which time the contractor had used all 90 days of his alotted time.

He actually worked 33 days after the poles arrived not counting weekends. These were an additional 10 days for a total of 43 days.

We had an extra work item involving removing and reinstalling a footing that delayed the project by 17 days.

These two delays could have accounted for some 60 days. I recommend we allow him an extension of 47 days.

cc: Bryant Jackmond - with original attached
Recommend granting the 47 days for reasons listed.
Marion Arpt

1-18-83
W.E. schwartz:
I concur with Region & Proj. Mgr. and recommend a time extension of 47 C.D. which will eliminate all liquidated damages.
Objackmond

CE
CAE
FOE
OCE
SCS
EEO

RECEIVED
JAN 12
CONSTRUCTION SECTION

FE
CP

11-125-1387

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: September 15, 1982

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9406	On Site Work Substantially Completed	June 11, 1982
All Work Completed	August 9, 1982		
Project	Columbia River Hwy. @ Gable Rd. & St. Helens Comml. Center (St. Helens)		
Highway	Columbia River		
County	Columbia		
Type of Work	Traffic Signal Install.		
Contractor	Schoolhouse R Electric		

WES:RDC:mk

cc: C. T. Keasey
R. D. Church

Noted
Bob Gormsen

1-19-83

81-125-1387

Contains Recycled Materials

9406

September 24, 1982

Allied Fidelity Insurance Company
P. O. Box 20112
Indianapolis, Indiana 46220

CON 5
#9406

Gentlemen or Ladies:

On September 17, 1982, we wrote to you concerning release of final payment on Contract No. 9406 awarded to Schoolhouse R Electric for traffic signal installation on the Columbia River Highway at Gable Road and St. Helens Commercial Center in St. Helens, Columbia County.

Final payment on this contract is $652.67 and the total contract amount is $46,059.48. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Schoolhouse R Electric
246 Fourth Street
Ashland, OR 97520

bc: C. T. Keasey
Walt Hart
Ed Hardt

9406 CL-82-176 file L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 16, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9406

FILED
SEP 17 1982
NORMA PAULUS
SECRETARY OF STATE

Safety Signal Systems
7002 220th Street, S.W.
Mountlake Terrace, WA 98043

Attention: Bruce Culver

Gentlemen or Ladies:

This will acknowledge your Notice of Claim dated September 10, 1982, indicating that Schoolhouse Electrical Contractors owes you $8,601.02 plus attorney fees and defrayed costs for traffic signal equipment.

The claim states this is in reference to the Schoolhouse R Electric Contract No. 9406 for traffic signals on the Columbia River Highway at Gable Road and St. Helens Commercial Center in Columbia County.

The Allied Fidelity Insurance Company furnished the bond on this contract. We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
SEP 21 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Allied Fidelity Insurance Company
P. O. Box 20112
Indianapolis, Indiana 46220

Schoolhouse R Electric
246 Fourth Street
Ashland, CR 97520

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON C...D
9-21-82 dmc

SAFETY SIGNAL SYSTEMS, INC.
7002 220th S. W.
MOUNTLAKE TERRACE, WA 98043
Phone: (206) 775-1557

Date: Sept. 10, 1982

TO: Dept. of Transportation
Transportation Bldg.
Salem, OR 97310

Attn. Mr. Robert W. Gormsen
Commission Services

RECEIVED
SEP 13 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE IS HEREBY GIVEN That the undersigned

SAFETY SIGNAL SYSTEMS, INC. (claimant), has a claim in the sum of Eight Thousand, Six Hundred, One and 02/100 dollars against Schoolhouse Electrical Contractors (contractor) and against the bond taken from _____ (surety) for the work of

Columbia River Hwy at Gable Rd & St. Helens

(description of work for which bond was taken)

Contract No. 9406 Said claim is for Traffic Signal Equipment

(if for work or labor state nature thereof; if for material or supplies furnished state generally what material or supplies were furnished.)

In the event the above claim is not settled and paid without an action of the courts to enforce the same, in addition to above item, undersigned claims the sum of $1500.00 dollars as an Attorneys fee, and the sum of $1000.00 dollars to defray costs of said action.

Safety Signal Systems, Inc.

By Bruce R. Carlson

Address 7002 220th SW, Mtlk Terrace, WA 98043

Subscribed and sworn to before me this 10th day of Sept., 19 82

Jeanette Stumpf

Notary Public in and for the State of Washington, residing at

Lynnwood, WA

Filed _____

CC: Schoolhouse R Electrical Construction
246 4th St., Ashland, OR 97520

CERTIFIED
P 297 374 235
MAIL

9406 St. Helens

RESIDENT ENGINEERS NARATIVE REPORT

Project: Columbia River Highway @ Gable Road & St. Helens Commercial Center

Contract: 9406

Paul R. Barnhart / Project Manager

Date: AUGUST 9, 1982

This project involved removing the existing traffic signals and replacing them at the intersection of US 30 and Gable Road and installing a traffic signal at the intersection of US 30 and the Commercial Center om St. Helens, Oregon. The only major problem on this project was the revision on the west approach of Gable Road to two lanes instead of three lanes as originally planned. This change was necessary to allow the buses to and from the highschool to make a right turn onto US 30 from Gable Road and to make a right turn from US 30 onto Gable Road.

Project Manager

RECEIVED

9406

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Columbia River Hwy. @ Gable Road & St. Helens Commercial Center	WEEK ENDING: AUGUST 7, 1982
	SECTION PREFIX: 5-8229
HIGHWAY: Columbia River	COUNTY: Columbia
NAME OF JOB: Gable Road & Commercial Center	KIND OF WORK: Traffic Signal Installation
CONTRACTOR: Schoolhouse R. Electric	CONTRACT NUMBER: 9406
	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 12-22-81	DATE WORK STARTED: 2-9-82
	ESTIMATED COMPLETION DATE: 7-20-82
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS
	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 90
	CALENDAR DAYS USED: 137
	SPECIFIED COMPLETION DATE
	PERCENT OF TIME ELAPSED: 152%
PROJECT AUTHORIZATION: $ 102,865.93	
EXCLUSIVE OF ENGINEERING: $ 93,882.01	ENGINEERING AUTHORIZATION: $ 8,983.92
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 93,882.01	ENGINEERING COST TO DATE: $ 12,289.39
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0.0 %	PERCENT OF AUTHORIZATION: 136.8 %
	DATE PROJECT WAS COMPLETED: JULY 20, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	SIGNALS 100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	1	Cloudy	0		
MONDAY	2	Cloudy	0		
TUESDAY	3	Cloudy	0		
WEDNESDAY	4	Fair	0		
THURSDAY	5	Fair	0		
FRIDAY	6	Fair	0		
SATURDAY	7	?	0		

RECEIVED
AUG 1982
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 1	No Activity
MONDAY 2	No Activity
TUESDAY 3	No Activity
WEDNESDAY 4	No Activity
THURSDAY 5	No Activity
FRIDAY 6	No Activity
SATURDAY 7	No Activity

REMARKS

SIGNED _____ LOCATION Portland

For: Paul R. Barnhart

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

9406

January 15, 1982

Schoolhouse R Electric
246 Fourth Street
Ashland, OR 97520

CON 5
#9406

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9406 for traffic signal installation on the Columbia River Highway at Cable Road and St. Helens Commercial Center in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Enclosure

cc: Allied Fidelity Insurance Company
P. O. Box 20112
Indianapolis, Indiana 46220

bc: C. T. Keasey
Walt Hart
Robert Church
Janice Peterson
E. L. Hardt
Paul Barnhart
L. E. George

9406

December 23, 1981

Schoolhouse R Electric
246 Fourth Street
Ashland, OR 97520

COM 5
#9406

Gentlemen or Ladies:

The Oregon Transportation Commission on November 24, 1981, accepted your proposal for traffic signal installation on the Columbia River Highway at Gable Road and St. Helens Commercial Center in Columbia County for the sum of $52,439.24. The Commission referred your bid to the State Highway Engineer with authority to award the contract subject to Payless Drugstores, Northwest, making an advance deposit of $103,900.

That condition was satisfied and the State Highway Engineer on December 22, 1981, awarded you the project, which has been assigned Contract No. 9406.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office (121 Transportation Building, Salem, OR 97310) within 10 days after you receive this contract. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin January 6, 1982.

We wish to call your attention to the last page of the contract, page 11, which requires you to provide information on the Certification of Workers Compensation Coverage.

When you return the contracts, please include a Certificate of Insurance showing the contract number, section of highway and listing the State of Oregon, by and through its Department of Transportation, its officers, agents and employees, and the Oregon Transportation Commission as named insured on insurance policies issued for this project. These instructions are set forth in the Special Provisions of the contract under Section 107.21. Insurance coverage is also needed under Section 107.24 pertaining to the railroad.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Enclosures

bc: C. T. Keasey
Robert Church
Walt Hart
E. L. Hardt
Paul Barnhart
L. E. George
SAIF
Fran

bc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

9406

November 19, 1981

ACC

Payless Drugstores, Northwest
9275 S.W. Peyton Lane
Wilsonville, Oregon 97070

Gentlemen:

On November 19, 1981 the Highway Division received a satisfactory bid from Schoolhouse R. Electric, 246 Fourth Street, Ashland, Oregon 97520 for the traffic signal installation on the Columbia River Highway at Gable Road and St. Helens Commercial Center. We anticipate the construction cost to be:

Contractor's Bid		$ 52,439.24
Anticipated Additional Items:		
Railroad Protective Costs	$ 1,700	
State Furnished Signal Material	29,200	
Signal Controller Testing & Turn-On	3,500	
State Furnished Software	1,000	
State Furnished Replacement Material	2,000	$ 37,400.00
		$ 89,839.24
4 1/2% Contingencies		4,042.77
10% Engineering		8,983.92
ESTIMATED TOTAL COST & COMPANY SHARE		$102,865.93

We will award the contract when we receive you advance deposit in the amount of $102,900, which should arrive not later than December 11, 1981. Make your check or irrevocable letter of credit payable to the Oregon State Highway Division, and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf

bcc w/AD # 989: Jon Rose, Region M Federal Aid Engineer
Vern Skoog - Please return completed AD # 989 when advance deposit is received.

9406

Section Columbia River Hwy at [9th & Rd & St. Helens Commercial Center (St. Helens] Programming Estimate $ 99,000 Km.

Highway Columbia River Project Length _____

County Columbia Completion Time 90 CD

Kind of Work Traffic Signal Installation Est. Comp. Date _____

Prefix 5-8225- Letting Date 11-19-81 Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ ~~49,086.00~~ 59,845.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs	* 1,700	
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Signal Material	29,200	
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering) ~~Turn on~~	3,500	
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
~~Adjust Utilities~~:		
State Furnished Software	1,000	
State Furnished Replacement Material	2,000	
		$ ~~35,700.00~~ 37,400.00

Subtotal		$ ~~84,786.00~~ 97,245.00
Contingencies (4-1/2%)		~~3,815.37~~ 4,376.03
Engineering (8, 9, 10%)		~~8,478.60~~ 9,724.50
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ ~~97,079.97~~ 111,345.53 ~~99,026.47~~

APPROVED

cc: Jon Post 10-20-81

* Rev. 10-19-81
10-20-81

Road Design Engineer

Rev. 3/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

OREGON STATE

Section: Columbia River Hwy. at [Gable Rd & St. Helens Commercial Center (St. Helens)]

County: Columbia

Sheet: 1 of 1

Length: —

Date:

Name: Butler

Kind of Work: Traffic Signal Installation

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	1,200
2	Temporary Signs		Sq. Ft.	196	6	1,176
3	Temporary Barricades		Each	4	100	400
4	Flagmen		Hour	40	24	960
5	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	56,109 ~~45,350~~
	Total					59,845 ~~49,086~~

734-1736 (8-81)

-1416

ROW 12

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Toll Free 1-800-452-7813, Ext. 88884 86302

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No

October 14, 1981

Mr. H. B. Hummelt, Sr. Vice Pres.
Payless Drug Stores
Northwest, Inc.
9275 S. W. Peyton Lane
WILSONVILLE OR 97070
Attn: Linda

File 52375
Misc. Agree. 7321
St Helens
Columbia River Highway
Columbia County
Payless Job #81-149

Dear Sir:

Enclosed is a copy of the Deed from Payless Drug Stores Northwest, Inc., to the State which was recorded September 15, 1981, in Book 239, Page 89, Instrument #5672, Official Records of Columbia County, Oregon.

Also enclosed is a copy of the Easement dated September 23, 1981, from Payless to the State.

We need to know if the property described in said Easement was conveyed to Safeway. This could be determined by your title company checking the easement description against the Payless deed to Safeway, or by sending us a copy of the the deed to Safeway and our engineers checking the two descriptions. The easement has not been recorded.

The contract for the traffic facility is to be let soon, so we will appreciate an early reply.

Yours truly,

Ruth Keller
Documents Specialist

RK:mp
Enc.
cc: Transamerica Title Ins. Co.
Terry Flink
Jim Butler
Road Design

Versteeg
Anderson
Christ
Olso
Sullivan
Terpin
Ingalsbe

RECEIVED
OCT 15 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

Form 734-3122

Highway Division
File 52375
9B-5-16
Payless Job No. 81-149

EASEMENT

KNOW ALL MEN BY THESE PRESENTS, That PAY LESS DRUG STORES NORTHWEST, INC., a Maryland corporation, Grantor, does hereby grant to the STATE OF OREGON, by and through its DEPARTMENT OF TRANSPORTATION, Highway Division, Grantee, a permanent easement to install, operate and maintain two (2) traffic signal poles and vehicle loop detectors on, under, over and across the following described property, to wit:

A tract of land located in the Northwest ¼, of the Northeast ¼ of Section 8, Township 4 North, Range 1 West, Willamette Meridian, Columbia County, Oregon, described as follows:

Beginning at a point on the Westerly right-of-way of the Columbia River Highway (Highway 30), said point lying South 35° 14' 24" West 110.82 feet from the Northeast corner of Lot 7, Block 5, Golf Club Addition, a duly recorded plat, said point also lying on said right-of-way North 35° 14' 24" East along said right-of-way 98.80 feet from Highway Station 638+88.8; thence North 54° 45' 36" West 10.00 feet; thence North 35° 14' 24" East on a line parallel to said Westerly right-of-way 40.00 feet; thence North 54° 45' 36" West 85.00 feet; thence North 35° 14' 24" East 35.00 feet on a line parallel to said Westerly right-of-way of the Columbia River Highway; thence South 54° 45' 36" East 85.00 feet; thence North 35' 14° 24" East 30.00 feet on a line parallel to said Westerly right-of-way; thence South 54° 45' 36" East 10.00 feet to a point on the Westerly right-of-way of the Columbia River Highway, said point lying South 35° 14' 24" West, 5.82 feet from the Northeast corner of Lot 7, Block 5, said Golf Club Addition; thence South 35° 14' 24" East along the aforementioned Westerly right-of-way 105.00 feet to the True Point of Beginning.

No monetary consideration is being received by Grantor for this Easement.

And said grantor does hereby covenant to and with Grantee, that it is the owner in fee simple of said property which is free from all encumbrances and will warrant and defend the easement herein described from all lawful claims whatsoever.

Dated this 23rd day of September, 1981.

PAY LESS DRUG STORES NORTHWEST, INC.,
a Maryland corporation,

By _____
President

By _____
Secretary

STATE OF OREGON, County of _____

September 23, 1981. Personally appeared H.D. Hammett and Linda Hagan, who, being sworn, stated that they are the President and Secretary of Pay Less Drug Stores Northwest, Inc., a Maryland corporation, and that this instrument was voluntarily signed in behalf of the corporation by authority

easement to install, operate and [illegible]

loop detectors on, under, over and across the following described property, to wit:

A tract of land located in the Northwest ¼, of the Northeast ¼ of Section 8, Township 4 North, Range 1 West, Willamette Meridian, Columbia County, Oregon, described as follows:

Beginning at a point on the Westerly right-of-way of the Columbia River Highway (Highway 30), said point lying South 35° 14' 24" West 110.82 feet from the Northeast corner of Lot 7, Block 5, Golf Club Addition, a duly recorded plat, said point also lying on said right-of-way North 35° 14' 24" East along said right-of-way 98.80 feet from Highway Station 638+88.8; thence North 54° 45' 36" West 10.00 feet; thence North 35° 14' 24" East on a line parallel to said Westerly right-of-way 40.00 feet; thence North 54° 45' 36" West 85.00 feet; thence North 35° 14' 24" East 35.00 feet on a line parallel to said Westerly right-of-way of the Columbia River Highway; thence South 54° 45' 36" East 85.00 feet; thence North 35' 14° 24" East 30.00 feet on a line parallel to said Westerly right-of-way; thence South 54° 45' 36" East 10.00 feet to a point on the Westerly right-of-way of the Columbia River Highway, said point lying South 35° 14' 24" West, 5.82 feet from the Northeast corner of Lot 7, Block 5, said Golf Club Addition; thence South 35° 14' 24" East along the aforementioned Westerly right-of-way 105.00 feet to the True Point of Beginning.

No monetary consideration is being received by Grantor for this Easement.

And said grantor does hereby covenant to and with Grantee, that it is the owner in fee simple of said property which is free from all encumbrances and will warrant and defend the easement herein described from all lawful claims whatsoever.

Dated this 23rd day of September, 1981.

PAY LESS DRUG STORES NORTHWEST, INC.,
a ~~Maryland~~ corporation,

By _____
President

By _____
Secretary

STATE OF OREGON, County of [illegible)

September 23, 1981. Personally appeared H.S. Hummell and Ronda Wagner, who, being sworn, stated that they are the President and Secretary of Pay Less Drug Stores Northwest, Inc., a Maryland corporation, and that this instrument was voluntarily signed in behalf of the corporation by authority of its Board of Directors. Before me:

_____
Notary Public for Oregon

My Commission expires 11-24-83

9/17/81
Easement
jh(a

9406

7-7-81

SIGNAL PLAN
HWY 30 AT ST HELENS COMMERCIAL CENTER

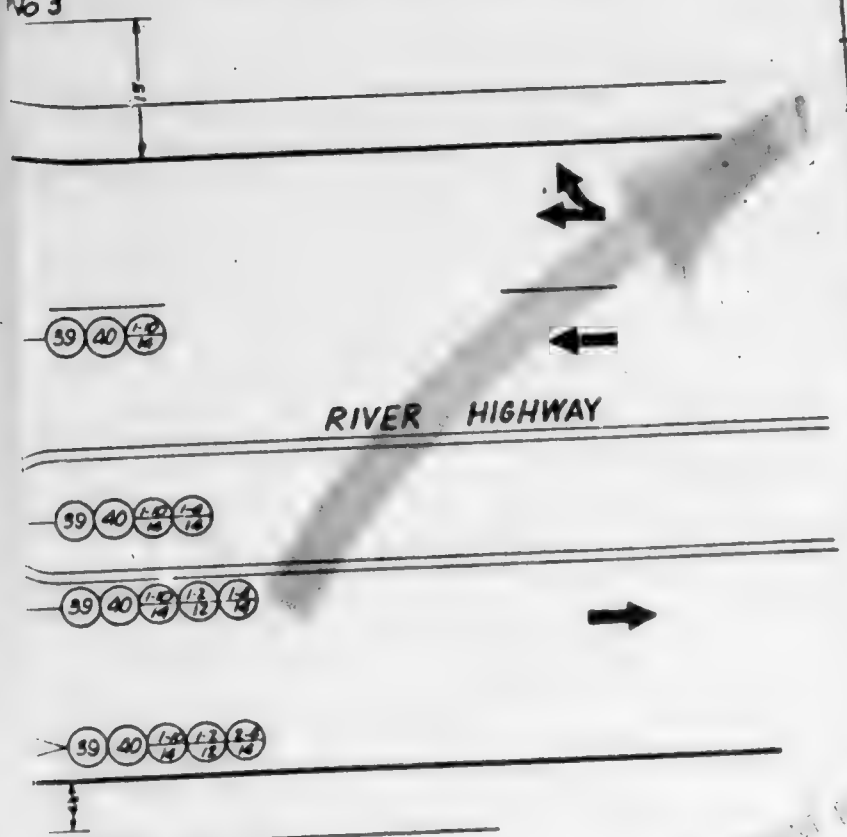
SCALE 0 5 10 20 30 40 FEET

David A. Winship
CITY ENGINEER
CITY APPROVAL
8/5/81
DATE

MA PDM PDE FFM SPC
ODOT - METRO

AUG 07 1981

BM PAR PPC FILE T/A



LEGEND

- (EK/) Existing power pole - (power source)
- (C) Install Model 170 Controller in Model 332 Cabinet-State furnished (field locate)
- (SP) Install 28'-11" 0-ga. signal strain pole - State furnished
- (Ph/Ph) Install phase (Ph) vehicle signal

From Metro JON ROSE — Date 8-7-81

To BUZ SWAN

Program Mgmt. Traffic Region 1

Comments: St. Helens has now approved, without comment, the attached plans. Metro Staff comments were sent to you August 4.

Bill Geibel is discussing the project with the developer.

Jon Rose

X- Number of cables
N- Number shown
S- Size shown

459	12" R, 8" Y, 8" G
456	12" R, 12" Y, 12" G
458	12" R, 12" Y, 12" GLTA

PRELIMINARY COPY

JUL 9 1981

SUBJECT TO MUTUAL REVIEW

PROJECT MANAGEMENT BRANCH
SIG ☐ PRE ☐
PLE
DATE

FA-LG
7/2/81

TRAFFIC SIGNAL INSTALLATION
COLUMBIA RIVER HWY. AT GABLE RD. & ST. HELENS COMMERCIAL CENTER (ST. HELENS) SECS.
COLUMBIA RIVER HIGHWAY
COLUMBIA COUNTY

DESIGNED BY EA
CHECKED BY WB

June 1981
ACCOMPANIED BY STDS. 1470, 1471, 1472, 1473, 1488, 1489, 2990, 2991, 3500, 3501, 8119, 8120, 8121

T.N. 8118

9406

OREGON STATE HIGHWAY DIVISION

TO: Jon Rose

SUBJECT: Cable Rd — St Helens Comm. Ctr. Columbia R. Hwy Columbia Co.

FROM: Curt Dorn

DATE: July 31, 1981

Attached, preliminary plans for subject project. These plans have been reviewed and discussed with Tom Schwab's comments in red discussed with Bill Zeller

8-4-81
Buc Swan —
Metro Staff has reviewed and commends above on the subject plans. Please note and forward to the Traffic Section.
The City of St. Helens has not yet returned approved plans.

Jon Rose

Curtis H. Dorn
(SIGNATURE)

PLEASE REPLY HERE

to TRAFFIC
8/6/81
DHP

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
AUG 5 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG.

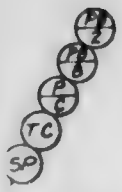
CC: _____ (SIGNATURE) _____ (DATE)

1 SENDER SHOULD DETACH SHEET NO 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3 SHEET NO 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

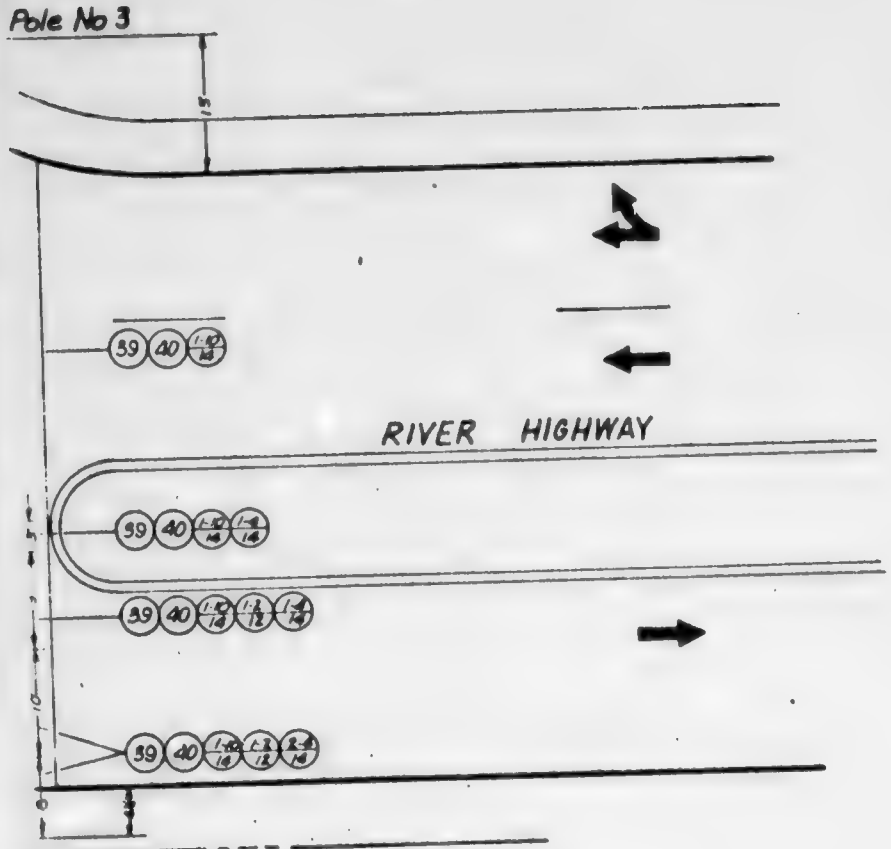
1

SIGNAL PLAN
HWY 30 AT ST HELENS COMMERCIAL CENTER

SCALE 0 5 10 30 50 60 FEET



Pole No 3



Tether wire ?
(for PV/1

L E G E N D

EX/I	Existing power pole - (power source)
C	Install Model 170 Controller in Model 332 Cabinet-State furnished (field locate)
SP	Install 28'-11" 0-gs. signal strain pole - State furnished
V/Ph	Install phase (Ph) vehicle signal
PV/Ph	Install phase (Ph) programmed vehicle signal
P/T	Install Type (T) modified pedestrian signal
PB/Ph	Install phase (Ph) pedestrian pushbutton with instruction sign
OS/2L	Install interior-illuminated "LEFT TURN SIGNAL" sign
OS/5L	Install interior-illuminated left arrow "ONLY" sign
OS/5R	Install interior-illuminated right arrow "ONLY" sign
TC	Install terminal cabinet
MS	Install 120-volt meter base
54	Install service cabinet with 30-amp breaker
X-N/G	Install (X)-(N) wire - No. (G) control cables
N	Install (N) No. 14 Type THWN wires
C	Install one No. 6 Type THWN wire - signal system common
N/G	Install (N) No. (G) Type TW wires
39	Install 3/8" galvanized messenger cable
40	Install 1/4" galvanized tether wire
S	Install (S) inch electrical conduit
CS	Install $\frac{1}{2}$ inch electrical conduit sub - cap both ends

Ph = Phase shown
T = Type shown
X = Number of cables
N = Number shown
S = Size shown

G =	AWG wire size
423	12" R, 8" Y, 8" G
456	12" R, 12" Y, 12" G
458	12" R, 12" Y, 12" GLTA

PRELIMINARY COPY

JUL 9 1981

SUBJECT TO MUTUAL REVIEW

APPROVED
7/2/81
DATE

DESIGNED BY EAL
CHECKED BY: WB

OREGON STATE HIGHWAY DIVISION

TRAFFIC SIGNAL INSTALLATION
COLUMBIA RIVER HWY. AT GABLE RD. & ST. HELENS COMMERCIAL CENTER (ST. HELENS) SECS.
COLUMBIA RIVER HIGHWAY
COLUMBIA COUNTY

June 1981
ACCOMPANIED BY DWGS 1470, 1471, 1472, 1473, 1488, 1489, 2990, 2991, 3500, 3201, 8119, 8120 & 8121

DWG. NO. 8118

940 L

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Signal Design Unit

DISTRICT 2-A

JUL 16 1981

☐ DE ☒ ADE ☐ DOM ☐ SEC

TRAFFIC SIGNAL COST SUMMARY

Date July 8 1981

Project: COLUMBIA RIVER HIGHWAY AT GABLE ROAD AND ST. HELENS COMMERCIAL CENTER (ST. HELENS) (PAYLESS)

Highway: COLUMBIA RIVER

County : COLUMBIA

Prefix :

Scheduled for Letting: Aug 20

Type of Project : BY OTHERS

Completion Time : 90 Calendar Days

BID SCHEDULE

No.	Item	Unit	Quantity	
1.	Traffic Signal Installation, Complete	Lump Sum	All	$ 45,350
2.	Fire Preemption System, Complete	Lump Sum	All	$
3.	Mobilization	Lump Sum	All	$
4.	Other _____			$

_____

Estimated Signal Contract Cost $ _____

ANTICIPATED ADDITIONAL ITEMS

Striping	$	
Signing	$	
Controller Testing & TURN ON	$ 3500	
STATE FURNISHED MATL	29,200	
STATE FURNISHED SOFTWARE	1000	
REPLACE UNSUITABLE MATL	2000	
		$ 35,700
Engineering and Contingencies	(.145)	$ 11,750
ESTIMATED SIGNAL PROJECT COST		$ 92,800

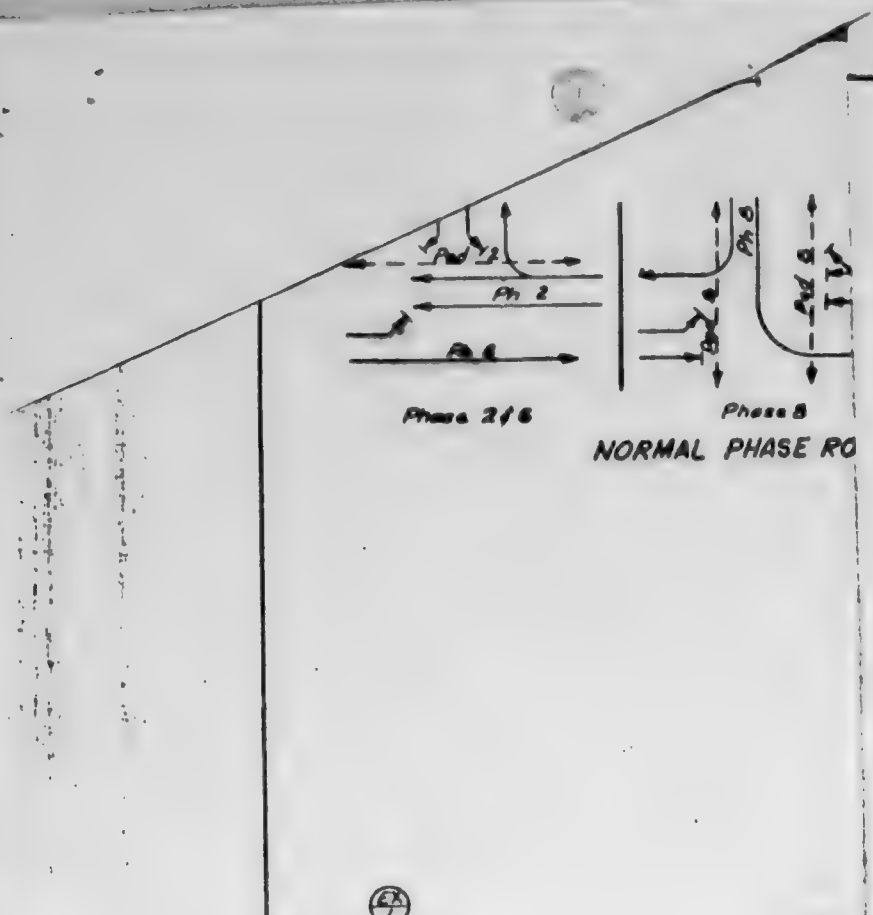
COMMENTS: REVISE SIGNAL AT U.S. 30 & GABLE RD
NEW SIGNAL AT U.S. 30 & PAYLESS ACCESS
STATE FURNISH 2 CONTROLLERS & 6 STRAIN POLES

Revised 8-6-81

RECEIVED
JUL 23 1981

SIGNAL PLAN
HWY 30 AT ST HELENS COMMERCIAL CENTER

SCALE 0 5 10 20 30 40 FEET



Revised 8-6-81

PM 1.35

LEGEND

EX (1)	Existing power pole - 'power source'
C	Install Model 170 Controller in Model 332 Cabinet-State furnished 'field locate'
SP	Install 28'-11" 0-ga. signal strain pole - State furnished
V (Ph)	Install phase (Ph) vehicle signal
PV (Ph)	Install phase (Ph) programmed vehicle signal
P (T)	Install Type (T) modified pedestrian signal
PB (Ph)	Install phase (Ph) pedestrian pushbutton with instruction sign
OS (2L)	Install interior-illuminated "LEFT TURN SIGNAL" sign
OS (SL)	Install interior-illuminated left arrow "ONLY" sign
OS (SR)	Install interior-illuminated right arrow "ONLY" sign
TC	Install terminal cabinet
MS	Install 120-volt meter base
54	Install service cabinet with 30-amp breaker
X (N) G	Install (X)-(N) wire - No. (G) control cables
N	Install (N) No. 14 Type THWN wires
C	Install one No. 6 Type THWN wire - signal system common
N G	Install (N) No. (G) Type TW wires
39	Install 3/8" galvanized messenger cable
40	Install 1/4" galvanized tether wire
S	Install (S) inch electrical conduit
CS	Install S inch electrical conduit sub - cap both ends

Ph = Phase shown
T = Type shown
X = Number of cables
N = Number shown
S = Size shown

G = AWG wire size
- 4 2 3 = 12" R, 8" Y, 8" G
- 4 5 6 = 12" R, 12" Y, 12" G
- 4 5 8 = 12" R, 12" Y, 12" GLTA

PRELIMINARY COPY

JUL 9 1981

SUBJECT TO MUTUAL REVIEW

RECEIVED

JUL 23 1981

EHMANN & ASSOC.

TRAFFIC SIGNAL INSTALLATION
COLUMBIA RIVER HWY. AT GABLE RD. & ST. HELENS
COMMERCIAL CENTER (ST. HELENS) SECS.
COLUMBIA RIVER HIGHWAY
COLUMBIA COUNTY

June 1981

ACCOMPANIED BY DWGS 1470, 1471, 1472, 1473, 1488, 1489, 2990, 2991, 3500, 3501, 8119, 8120 & 8121

8118

9406

L.

June 3, 1981

City of St. Helens
City Hall
St. Helens, OR 97051

AGR 4

Attention: George E. Shelley
City Recorder

Pay Less Drug Stores, N.W.
9275 Peyton
Wilsonville, OR 97070

MISC. CONTRACTS and
AGREEMENTS No. 7321

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the installation of traffic signals on the Lower Columbia River Highway at the Pay Less entrance.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

dmc
Enclosure

bc: Don Harwell (conf. agree. att.)

9406

L.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Sylvan 2-A

April 29, 1981

FILE:

FROM: Mel Mott
District 2-A

SUBJECT: Construction-Finance Agreement
#7321

TO: Ed Hardt
Region Engineer

Attached please find 5 copies of a co-operative Construction-Finance Agreement between the State of Oregon, City of St. Helens and Payless Drug Stores, Northwest Inc.

The agreements have been signed by Payless and officials of the City of St. Helens. A copy of the City Council minutes authorizing the Mayor and City Recorder to sign the agreements is attached with the appropriate area marked.

A check in the amount of $5500.00 has been received for the preliminary engineering costs and a copy of the Order to Render Service has been attached for your information.

SE		RME	RCE BE
TE	RECEIVED		RSM
UE	APR 30 1981		RSC
SO	REGION I		RBI
TO			

cc: O. H. Moehring - 5 copies of the agreement approved here and forwarded for further handling. I assume the Council minutes authorizing the signatures are sufficient.
Ed Hardt

9406

4.

City of St. Helens

P. O. BOX 278
St. Helens, Oregon
97051

April 23, 1981

DISTRICT 2-A
APR 24 1981
DB ☐ ADE ☐ DOM ☐ SEC ☐

William W. Geibel
District Engineer
Oregon State Highway Dept.
Beaverton, Oregon 97075

Dear Bill:

The Council did not use a Resolution as authorization to sign the stop light agreement, however, it was authorized by Council action via a motion. I have enclosed a copy of the minutes, with the appropriate area marked, and hope this will be sufficient for your office.

Very truly yours,

George E. Shelley
City Administrator

GES:rlm

9406

L1

Form 81-734-3189

Oregon State Highway Division

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

PAYLESS DRUG STORE NORTHWEST INC.

9275 S.W. PEYTON LANE

By: WILLSONVILLE, OR. 97070

(Official Capacity)

Order No. .....

Date APRIL 17, 1981

Prefix and account number to which work is to be charged 5-8225

Description and Location of Work To Be Performed or Materials To Be Furnished:

DEPOSIT OF CHECK #087704 AS PER AGREEMENT # 7321 TO COVER PRELIMINARY ENGINEERING FOR NEW SIGNALS @ LOWER COLUMBIA RIVER HWY. 1 mile NORTH OF GABLE RD. @ NEW ACCESS FOR PAYLESS

Estimate of Quantities and Cost $5500.00

Basis of Payment:

- ☐ Monthly payments
- ☒ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $5500.00

Deposit received by Secretary on 4-6-81

Authority from Requisitionist:

- ☒ Agreement ~~dated~~ # 7321
- ☐ Letter to ....., date .....
- ☐ Oral request to ....., date

Department Authority:

- ☐ Order of State Highway Engineer
- ☒ Head of branch or section issuing order

Field information submitted by ..... in letter dated .....

Expected date of completion of work or delivery of materials .....

Superintendent or engineer responsible for performance of work and submission of information for billing SIGNAL DESIGN SECTION

Record of billing requests:

Number			
Date			
Amount			

Order prepared by HIGHWAY MAINTENANCE Section

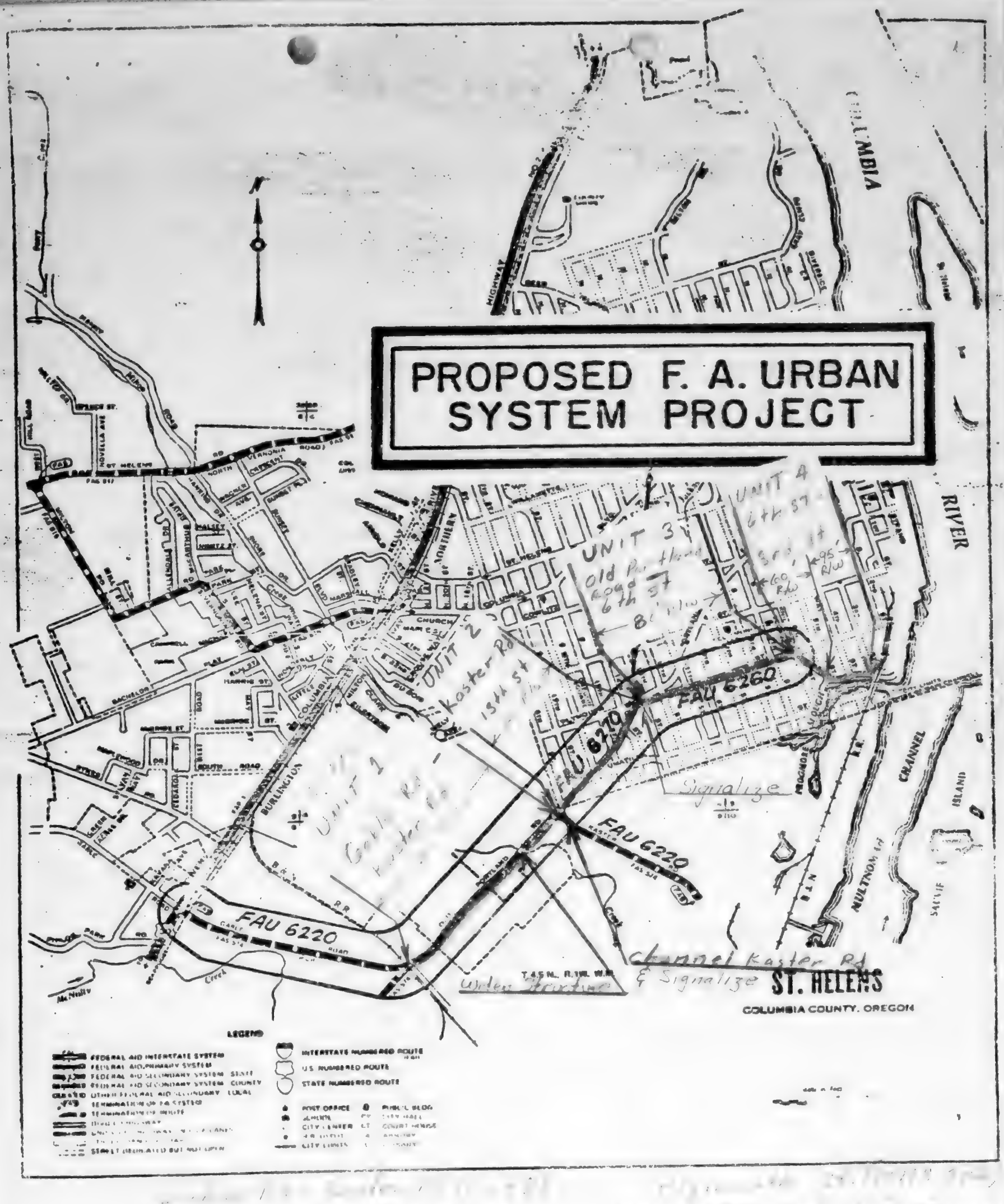
Signed W.W. Geibel

W. W. GEIBEL - DISTRICT ENGINEER

Instructions: Section head or staff engineer approving order will send original copy to Project Management and will retain duplicate copy. He will also send copies to interested region engineer, resident engineer and/or district engineer.

SP*19713-734 CC UPWARD STUK

PROPOSED F. A. URBAN SYSTEM PROJECT



Summary Sheet

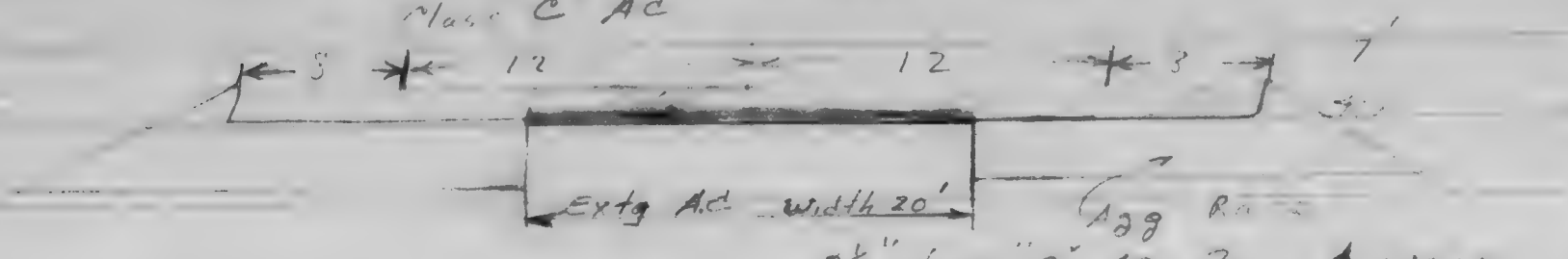
Unit	Length	Surface widths	Cost/lane mi	Total Cost
# 1	0.53 mi	2 - 12' Travel lanes 2 - 8' Paved Shoulders	#	#
# 2	0.34 mi	2 - 12' Travel lanes 2 - 8' Paved Shoulders	# 319,000	# 217,000
# 3	0.40 mi	2 - 12' Travel lanes 2 - 4' Paved Shoulders	#	#
# 4	mi	Travel lanes Paved Shoulders	# 289,000	#

		#	
		# 35,000	
		#	

	Cost/lane mi	Total Cost
Unit #1 + Structure Widening	# 306,000	# 324,000

Recon Estimate

Gable Rd - Kaster Rd. Unit #1



3½" class "C" AC Base & Wear
6" P.M.B.B. - 3" Min over Extg. Pavm't.
Length 2800 = 0.53 mi. 10½" Agg. Base Rock

Surfacing

Class "C" AC 40' x 4" x 2800' x 0.00621 x $16/ton = $44,500

Bit. Base 20' x 6" x 2800' x 0.00611 x $16/ton = 33,400

Bit Base 20' x 3" x 2800' x 0.00611 x $16/ton = 16,700

Agg. Base 28' x 2' x 2800' x 2.2 x $6/ton = 34,800

Concrete Exc

2800' x 2' x 3.4' x $3.50/CY = 24,100

Drives

$175/drive = 2,500

Imp. Ditches

2500' = ½ mi = 4,000

Unit # 1

Rd. Connections

1 @ $1800/conn. = $1,800

Clear & Grub (Light)

4' × 2800/43,560 × $800/acre = 400

Culverts

12" pipe; 16 drains × 35 ft/drain = 560 × $7.90/ft = 4,400

Incid Exc

1' × 3' × 560/27 × $7/cy = 1,100

Sub total	168,600
Mobilization, Traffic Control, Misc. +20%	33,700
Total Const. Costs	202,300
+15% Engr & Inspection	31,700
Grand Total	$234,000

$234,000 / 2 = 117

Kastr. Rd - 13th Street Unit #2

1800' = 0.34 mi Recon Estimate

Typical Section: Same as Unit #1

2- 12 foot travel lanes w/ 8 ft shlds

3½" AC Base & wear

6" P.M.B.S 3" min. exist. roadway

12" Aggregate Base

Surfacing

Class C AC 44' x 4' x .0041 x 1100 x 4/16/ton = 28,600

P.M.B.S 24' x 6' x .0411' x 4/16/ton = 21,500

B.A.B. 20' x 3' x .0411' x 1500 x 4/16/ton = 10,700

Agg Base 20' x 1' x 1½ x .0411' x 4/16/ton = 22,400

Grading

1800' x 13' = 23,400 cy = 23,800

Drives

14 drives @ 15 cy = 210

Finish Roadway & Slopes

0.34 mi = 3,000

Street Connections

6 @ 3 cy = 18

Unit #2

Clear & Grub

6' x 18 ac / 43.5 x $800/acre = 200

Culverts

18" — 1 ea: 300 lf. x $10.00 = 3 000

8-12" Drop culverts; 8 x 35' drop = 280 lf x $7.90 = 2,200

Trench etc

2' x 3' x 25 ac / 27 x $9.00 cy = 600

Sub-total 129,300

Additional Contingencies 25,900

Total Cost 155,200

Engineering 61,800

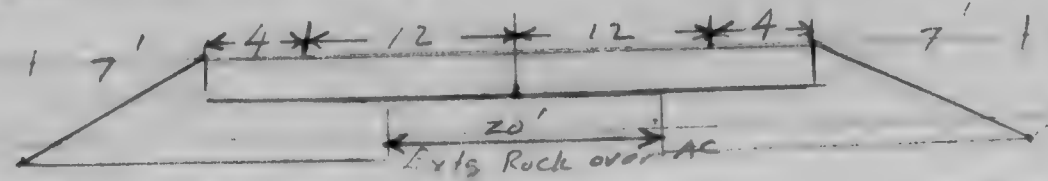
$217,000

13th street – 6th Street Unit #3

Rough Estimate

2100' = 0.4mi

Typical Section –



3½" class "C" AC Base & wear
6" P.M.B.B ; 10½" AGS Base Rock

Surfacing

Class "C" AC 32' × [illegible] × 2100' × #16/ton = #24,700

P.M.B.B 32' × 6" × 0.[illegible] × 2100' × #16/ton = 40,000

Ags Base 20' × 1' × 2100'/27 × ½ #6/ton = 18,700

Curbs

[illegible] × 2 × 72' × 32'/27 @ #3.50/sy = 17,400

Drains

11 Drains @ #175/ea = 1,900

Street Lights

2 @ #1800/ea = 12,600

[illegible]

[illegible] = [illegible]

Unit # 3

Culverts

6-12" pipes ; 6 X 35 ft/drwy = 210 ft x $7.90/ft = 1,600

Finish Roadbed & Slopes 0.4 miles = 4,000

Trench Exc

$\frac{2' \times 3' \times 210'}{27}$ x $9/cy = 140

$123,500

24,700

148,200

58,800

$207,

$\frac{\$207,000}{2100'}$: $\$$ /ft

6th Street — 3rd St — Unit 4

Length 1000' = 0.19 mi.

Typical Section: Same as Unit # 3 — 2-12' travel / 2-4' paved Sh'd.

3½" class C" AC Base Course
6" RUBB
10½" Agg Base Rock

Surfacing

class "C" AC 32' x 4" x 1000' x 0.0621 x #/6 /ton = 12,700
RUBB 32' x 6" x 0.0621 x 1000' x #/6 /ton = 19,100
Agg Base 20' x 1' x [illegible] x 2 x #/6 /cu = 8,[illegible]

Gen Exc
20' x [illegible] x 1/[illegible] x #3.50/cu. [illegible]

Sidewalk [illegible] x #/cu.yd. = 13,300

Drive:
4 drives @ #175/drive 700

Steel Curb
1 @ #1.5[illegible] = 1800

Class C Bands (2.9m)
6' X [illegible] = 170

Culverts

18" pipe	200' × $10/ft	=	2000
12" pipe	100' × $2/ft	=	800

Erosion Roadbed & Slopes

0.2 mile	2000
Sub Total	64,600
Total Contract & Misc 20%	12,900
Total Const. Costs.	77,500
40% Eng. & Admin.	31,500
Grand Total	$109,000

Structural Framing

16" x 54" Girt ... $ 27,600
... 11,400
Grand Total $ 39,000
$40,000

ROD NICHOLS, Mayor

IAN LINNEES, City Recorder

KATE KNUDSEN Supt. of Public Works 397-3532

SUE Morton (Excused)

$115,000 is 78% of project
11% city
11% state

total 152,000

loaded chip trucks

3 lumber trucks $/day
Vinson 13-18

Unit 3

11th to 8th - oil mat
remaining gravel

1982 Columbia River Hwy. @ W. Rainier Dike Rd. (Rainier) Sec. (Traffic Signal Installation) 9407

CdA 7408

12-24-80

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 738 - 626

rll

OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Washington	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
11/8/83	T. P. Lowe, Area Engineer		HES-1(7)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
6/29/82	1/5/83	107 %	190 cd
APPROVED EXTENSIONS	**LOCATION**		
14	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA RIVER HIGHWAY @ W. RAINER DIKE ROAD
Signal

The project provided signalization for the subject intersection.

RECEIVED
STATE HWY ENGR
NOV 28 '83
REFER TO
Constr.
FOR
Info | Init. | F/D | D.R. | Insp. | | |
X

GK

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE: Engineer Signed for G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE: Area Engineer	DATE: 11/25/83	TITLE: Field Operations Engr	DATE: 11/25/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9457

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 6-35		Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Columbia
MODIFICATION NUMBER 1	6-7-83	Project Number HES-1(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 21 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 62,144.00	$ 64,644.00
Federal funds	$ 55,929.00	$ 58,179.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of June , 1983 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XBY For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 6, 1983

Federal-Aid Project No. HES-1(7)

Columbia River Hwy. @ West Rainier
Dike Road (Rainier)
Columbia River Highway in Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 7,100.00

Type Code Y031
Traffic Signal

Subtotal of previous estimate of December 11, 1981		$ 48,073.24

Additional Items

Furnish & Install Additional Loops & Loop Feeders (S.F.O. #4)	All Required		$ 1,500.00
Repair Damaged Conduit & Wire (S.F.O. #5)	All Required		1,000.00
		Total	$ 2,500.00
		Increase	$ 2,500.00
		Subtotal	50,573.24
		Engineering	6,970.76
		Total	$ 57,544.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 7,100.00	$ 6,390.00	$ 710.00
Signal	57,544.00	51,789.00	5,755.00
Total	$ 64,644.00	$ 58,179.00	$ 6,465.00

Group 1 100%
Contract No. 9407
Prefix: 5-1944
Prefix: 5-1097

9407

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 12-260	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 12/21/81	State Oregon County Columbia Project No. HES-1(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Columbia River Hwy. at West Rainier

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-28-80	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	10-28-81	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 62,144.00	$ 55,929.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Hwy. Engineer
(Title)

By For: H.S. Coulter
XX

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Wilken

Date executed by
Division Administrator DEC 21 1981

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon December 11, 1981

Federal Aid Project
No. HES-1(7)

Columbia River Hwy. at West Rainier
Dike Road (Rainier)
Columbia River Highway

PROJECT AGREEMENT ESTIMATE

Type Code PE

Preliminary Engineering		All Required	$ 7,100.00

Type Code Y031
Traffic Signal

Temporary Protection and Direction of Traffic		All Required	$ 1,900.00
Temporary Signs	179 Sq. Ft.	5.94	1,063.26
Flagmen	45 Hour	22.34	1,005.30
Class "C" Asphalt Concrete	45 Ton	55.00	2,475.00
Traffic Signal Installation Complete		All Required	37,954.68
			$44,398.24

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,500.00
State Furnished Software	All Required	500.00
Signal Controller Testing	All Required	1,175.00
Signal Turn-on	All Required	500.00
		$ 3,675.00
	SUBTOTAL	$48,073.24
	Engineering	6,970.76
	TOTAL	$55,044.00

Length of Project ---------- 0.00 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 7,100.00	$ 6,390.00	$ 710.00
Signal	55,044.00	49,539.00	5,505.00
TOTAL	$62,144.00	$55,929.00	$6,215.00

Group 1 100%
Contract No. 9407
Prefix: 5-1944
Prefix: 5-1097

9407

March 11, 1983

Allied Fidelity Insurance Co.
P. O. Box 20112
Indianapolis, Indiana 46220

CON 5
#9407

Gentlemen or Ladies:

A post-final payment for $910 will be made to Schoolhouse R Electric on Contract No. 9407 for traffic signal installation on the Columbia River Highway at West Rainier Dike Road in Rainier, Columbia County, as soon as the warrant is prepared.

The total amount paid on this contract will be $44,522.60 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Schoolhouse R Electric
246 Fourth Street
Ashland, OR 97520

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9407

February 15, 1983

CON

Schoolhouse R Electric
246 Fourth St.
Ashland, OR 97520

Time Extension Request
Columbia River Hwy. @
Rainier Dike Road
Contract No. 9407
FAP No. HES-1(7)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 14 calendar days is granted due to the altered work done under Price Agreement No. 1.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc C. T. Keasey
Al Harwood w/att.
Paul Barnhart w/att.
FHWA w/att.
Bob Church

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: January 28, 1983

FROM MARION CRAFT
Metro Region Construction Engineer

SUBJECT: COLUMBIA RIVER HWY. @ WEST RAINIER DIKE RD.
Columbia River Highway
Contract No. 9407

Attached is a time extension request from the contractor, Schoolhouse Electric, for 14 days, which is the amount of the overrun of the project.

The design height of the poles was evidently determined from cross-sections taken from the outside edge of pavement and across the location of the poles. It did not take into account the superelevation of the wide, four-lane plus turning lane width of the highway. With height of the poles as designed, it was impossible to provide the necessary clearance for the signal heads over the traffic lanes.

Since this was a simple signal project in Rainier, about two hours away, Paul Barnhart did not send a crew to the site immediately after getting the contract to measure or check out the clearance, and it wasn't until February 2, 1982, that we told the contractor about the revised lengths of poles. A new length and gauge of pole was used, and we have paid for this difference. P.A. No.1

I agree with Paul Barnhart and Harold Broderick's recommendation to grant the 14 day extension.

2-9-83

W.E. Schwartz -

I concur with Region to grant a time extension of 14 C.D. due to the altered work done under P.A. No.1.

Bryant Jackmond

MC/gw
Attachment
cc Paul Barnhart

CE CAE FOE QCS SCS EEO

RECEIVED
JAN 31 1983
CONSTRUCTION SECTION

OM CA LS TC FE CP

1-125-1387

9407

January 28, 1983

Allied Fidelity Insurance Company
P. O. Box 20112
Indianapolis, Indiana 46220

CON 5
#9407

Gentlemen or Ladies:

A post-final payment for $1,000 will be made to Schoolhouse R Electric on Contract No. 9407 for traffic signal installation on the Columbia River Highway at West Rainier Dike Road in Rainier, Columbia County, as soon as the warrant is prepared.

The total amount paid on this contract will be $43,612.60 including the post-final payment. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Schoolhouse R Electric
246 Fourth Street
Ashland, OR 97520

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9407

b

January 27, 1983

Allied Fidelity Insurance Company
P. O. Box 20112
Indianapolis, Indiana 46220

CON 5
9407

Gentlemen or Ladies:

On January 6, 1983, we wrote to you concerning release of final payment on Contract No. 9407 awarded to Schoolhouse R Electric for traffic signal installation on the Columbia River Highway at West Rainier Dike Road in Rainier, Columbia County.

Final payment on this contract is $881.79 and the total contract amount is $42,612.60. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Schoolhouse R Electric
246 Fourth Street
Ashland, OR 97520

bc: C. T. Keasey
Walt Hart
E. L. Hardt

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 5, 1983

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9407	On Site Work Substantially Completed	June 29, 1982
All Work Completed	November 8, 1982		
Project	Columbia River Hwy. @ W. Rainier Dike Rd. (Rainier)		
Highway	Columbia River		
County	Columbia		
Type of Work	Traffic Signal Installation		
Contractor	Schoolhouse R. Electric		

WES:RDC:mk

cc: C. T. Keasey
R. D. Church

noted
RDGormsen

noted
RDGormsen

81-125-1387

Contains Recycled Materials

9407

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-19-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	2. STATE PROJECT NO.
HES-1(7)	See below

3. FROM	4. PROGRAM NO.	5. ITEM NO.	2A. COUNTY NAME
Dale E. Wilken, Division Administrator FHWA - Oregon Division		00111	Columbia

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/23/82	Primary 1	Primary 2W

10. GENERAL LOCATION:

Columbia River Highway at West Rainier Dike Road

11. GENERAL DESCRIPTION OF WORK

Repair damaged conduit and wire to existing illumination circuit

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement estimate if addtional funds are required, I approve the advance authorization date of 6/23/82 as requested in Mr. Keasey's letter of 10/12/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $1,000 Federal Funds $900.

RECEIVED
STATE HWY ENGR
OCT 21 '82

NOTED 10/22
W. E. SCHWARTZ orig

REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Design	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/19/82	D. K. Keasey	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9407

CL-82-185

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 29 1982
NORMA PAULUS
SECRETARY OF STATE

September 27, 1982

IN REPLY REFER TO
FILE NO.:

Medford Electric Wholesale
1111 N. Central, Suite A
P. O. Box 4668
Medford, OR 97501

CON 5
#9407

Attention: Ray O. Sims, President

Gentlemen:

This will acknowledge your letter dated September 23, 1982, filing a claim against the following Highway Division contract:

FILED BY:	Medford Electric Wholesale
AMOUNT:	$7,180 plus interest
FOR:	Material
AGAINST: (Prime Contractor)	Schoolhouse R Electric
CONTRACT NO.	9407
PROJECT:	Traffic signals on the Columbia River Highway at West Rainier Dike Road in Rainier
SURETY:	Allied Fidelity Insurance Co.
AGENT:	James L. Holloway

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js

cc: Allied Fidelity Insurance Co.
P. O. Box 20112
Indianapolis, IN 46220

Schoolhouse R Electric
246 Fourth Street
Ashland, OR 97520

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

MOTORS - GEAR MOTORS - CONTROLS - TRANSFORMERS - LAMPS - FUSES - LIGHTING FIXTURES

Medford Electric Wholesale

1111 N. CENTRAL • SUITE A • POST OFFICE BOX 4668
MEDFORD, OREGON 97501
TELEPHONE (503) 773-6656

GENERAL ELECTRIC
MOTORS and CONTROL EQUIPMENT

WHOLESALE WIRING SUPPLIES

September 23, 1982

Department of Transportation
Transportation Building
Salem OR 97310

Re: OSHD Contract # 9407

Attention: Robert W. Gormsen
Commission Services

Gentlemen:

We, the undersigned, Medford Electric Wholesale, wish to file a claim for material furnished to School House Ranch for use on the above referenced OSHD Contract # 9407.

The claim is for the sum of $ 7,180. plus late charges of 2% per month assessed per our standard policy.

Very truly yours,

MEDFORD ELECTRIC WHOLESALE

Ray O. Sims, President

ROS/mf

cc: School House Ranch

RECEIVED
SEP 24 1982
COMM. SVCS.
DEPARTMENT OF TRANSPORTATION

9407

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9 24 82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-1(7)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 00111	2A. COUNTY NAME Columbia

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/4/82	Primary 1	Primary 2W

10. GENERAL LOCATION:

Columbia River Highway at West Rainier Dike Road

11. GENERAL DESCRIPTION OF WORK

Furnish and install 4 additional loops and 300 feet of loop feeder

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 8/4/82 as requested in Mr. Keasey's letter of 9/17/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $1,500 Federal Funds $1,350.

RECEIVED
STATE HWY ENGR
SEP 30 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/24/82		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9407

August 23, 1982

Capital Enterprise & Engineering
4357 Orchard Hts. Road
Salem, OR 97304

CON 5
#9407

Attention: Edward T. Gossack

Gentlemen:

Thank you for your letter of August 11 informing us that Schoolhouse R Electric has paid you $6,000.25 leaving a balance due of $4,899.75.

This was in connection with a claim filed in the amount of $10,900 against Schoolhouse R Electric on Contract No. 9407 for traffic signals on the Columbia River Highway at West Rainier Dike Road in Rainier.

This information will be noted in our records and we will advise the surety and contractor. Please let us know when the remaining balance is paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Schoolhouse R Electric
246 Fourth Street
Ashland, OR 97520

Allied Fidelity Insurance Co.
P. O. Box 20112
Indianapolis, Indiana 46220

Capital Enterprise & Engineering

4357 Orchard Hts. Rd. • Salem, Oregon 97304 • (503) 363-9290

August 11, 1982

Mr. Robert Gormsen
121 Transportation Building
Salem, Ore.. 97310

Subject: Columbia River Hwy. at Dike Road
OSHD Contract #9407

Dear Mr. Gormsen:

On August 5, 1982, we received a payment of $6,000.25 from Schoolhouse R Electric which was applied to the four outstanding invoices specified in our August 4, 1982 letter. This leaves a balance of $4,899.75 still owed to us by Schoolhouse R Electric. Please inform the surety company of this change in our claim.

Very truly yours,

E T Gossack

Edward T. Gossack

cc. Allied Fidelity Insurance Company
Schoolhouse R Electric

RECEIVED
AUG 13 1982
COMMERCIAL SERVICES
DEPARTMENT OF TRANSPORTATION

SCHOOLHOUSE R ELECTRICAL CONSTRUCTION
246 FOURTH STREET · ASHLAND, OREGON 97520 · (503) 482-0448

August 11, 1982

Department of Transportation
Transportation Building
Salem, OR 97310

Re: Rainier at Dike contract #9407

Gentlemen:

Enclosed are copies explaining our payment of $6,000.25. The retainage and liquidated damages will be released when we receive payment from you.

Sincerely,

Pat Garfas

Enclosures
PG/ld

RECEIVED
AUG 12 1982
COMMERCIAL ... SVCES
DEPARTMENT OF TRANSPORTATION

SCHOOLHOUSE R ELECTRICAL CONSTRUCTION

246 FOURTH STREET · ASHLAND, OREGON 97520 · (503) 482-0448

July 30, 1982

Capital Enterprise & Engineering Corp.
4357 Orchard Hts. Rd. N.W.
Salem, OR 97304

RE: Rainier at Dike contract #9407

Amount due per quote	$10,900.00	
10%-Retainer	-1,090.00	
	$ 9,810.00	
Our invoice #1	-2,899.75	
	$ 6,910.25	
Liquidated damages	- 910.00	
TOTAL PAYMENT	$ 6,000.25	$6,000.25

RECEIVED
AUG 13 1982
COMMERCE
DEPARTMENT OF CONSUMER PROTECTION

SCHOOLHOUSE R ELECTRICAL CONSTRUCTION

246 FOURTH STREET - ASHLAND, OREGON 97520 - (503) 482-0448

July 30, 1982

Capital Enterprise & Engineering Corp.
4357 Orchard Hts. Rd. N.W.
Salem, OR 97304

RE: Rainier at Dike contract #9407

Invoice #1

Remove flasher cabinet, signal lenses; install new flasher cabinet and lenses.

16 hours @ 35.97/hour	$ 575.52	
8 hours @ 25.00/hour	200.00	
Travel 30 hours @ 35.97/hour	1,079.10	
15 hours @ 25.00/hour	375.00	
Temporary signage	37.00	
Equipment vehicle #1 (700 miles)	259.00	
Line truck vehicle#2 (1 day)	150.00	
Gas, oil and supplies	134.39	
Lodging and expenses	89.74	
Our invoice #1	$2,899.75	$2,899.75

RECEIVED

SCHOOLHOUSE R ELECTRICAL CONSTRUCTION
246 FOURTH STREET · ASHLAND, OREGON 97520 · (503) 482-0448

July 30, 1982

Capital Enterprise & Engineering Corp.
4357 Orchard Hts. Rd. N.W.
Salem, OR 97304

RE: Liquidated damages Rainier at Dike contract #9407

Liquidated damages
14 days @ 65.00/day.....$910.00

Because of delay of shipment of quoted materials. Your share is the above amount.

RECEIVED
AUG 2 1982
DEPT. OF TRANSPORTATION

CL-82-1604

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
AUG 10 1982
NORMA PAULUS

August 9, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9407

Capital Enterprise & Engineering
4357 Orchard Hts. Road
Salem, OR 97304

Attention: Edward T. Gossack

FILED
AUG 10 1982
NORMA PAULUS
SECRETARY OF STATE

Gentlemen:

This will acknowledge receipt of your letter of August 4, 1982, stating that you supplied traffic signal equipment to Schoolhouse R Electric in the amount of $10,900 and have not been paid.

Your letter indicates this is in reference to Contract No. 9407 with Schoolhouse R Electric for traffic signals on the Columbia River Highway at West Rainier Dike Road in Rainier.

The Allied Fidelity Insurance Company furnished the bond on this contract. We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen

Robert W. Gormsen
COMMISSION SERVICES

dmc

cc: Schoolhouse R Electric
246 Fourth Street
Ashland, OR 97520

Allied Fidelity Insurance Company
P. O. Box 20112
Indianapolis, Indiana 46220

RECEIVED
AUG 31 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Capital Enterprise & Engineering

4357 Orchard Hts. Rd. • Salem, Oregon 97304 • (503) 363-9290

August 4, 1982

Mr. Robert Gormsen
121 Transportation Building
Salem, Oregon 97310

Subject: Columbia River Hwy. at Dike Road
OSHD Contract #9407

Dear Mr. Gormsen:

We supplied traffic signal equipment to Schoolhouse R Electric, prime contractor for the subject contract. As of this date, we have not received payment for the following invoices:

Invoice #	Date	Amount owed
205-20	5/1/82	$1,965.00
205-24	5/4/82	6,900.00
205-29	5/21/82	1,990.00
206-42	6/21/82	45.00
	Total	$10,900.00

Terms: Net 30 days

It is our intent to file a claim for this amount owed to us by Schoolhouse R Electric pursuant to Section 107.28 of "Standard Specifications for Highway Construction" with the Oregon State Highway Division. Please notify the surety company and the proper authorities of this action.

Very truly yours,

E T Gossack

Edward T. Gossack

cc. Allied Fidelity Insurance
Schoolhouse R Electric

9407

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Columbia River Hwy @ West Rainier Dike Rd		WEEK ENDING: AUGUST 7, 1982
		SECTION PREFIX: 5-1097
HIGHWAY: Columbia River Hwy.		COUNTY: Columbia County
NAME OF JOB: Columbia River Hwy @ W. Rainier Dike Rd.	KIND OF WORK: Signals	
CONTRACTOR: Schoolhouse R. Electric	CONTRACT NUMBER: 9407	FEDERAL AID PROJECT NUMBER: HES - 1(7)
DATE OF CONTRACT: 11-24-81 Cal. Day Begins 12-8-81	DATE WORK STARTED: March 1,1982	ESTIMATED COMPLETION DATE: 7-20-82
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 190	CALENDAR DAYS USED 204
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 107.4%
PROJECT AUTHORIZATION: $ 55,043.86		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
EXCLUSIVE OF ENGINEERING: $ 50,236.54	ENGINEERING AUTHORIZATION $ 4,807.32	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 50,236.54	ENGINEERING COST TO DATE $ 6,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0.0 %	PERCENT OF AUTHORIZATION 139.4 %	DATE PROJECT WAS COMPLETED: JULY 20, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signals	
				100%		100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					45 Tons
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					45 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	1	Cloudy	0		
MONDAY	2	Cloudy	0		
TUESDAY	3	Cloudy	0		
WEDNESDAY	4	Fair	0		
THURSDAY	5	Fair	0		
FRIDAY	6	Fair	0		
SATURDAY	7	?	0		

RECEIVED
AUG 9 1982
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 1	No Activity
MONDAY 2	No Activity
TUESDAY 3	No Activity
WEDNESDAY 4	No Activity
THURSDAY 5	No Activity
FRIDAY 6	No Activity
SATURDAY 7	No Activity

REMARKS

SIGNED Nancy Stutz LOCATION Portland

For Paul Barnhart

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-5216

9407 10-28

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-1(7)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Columbia

3. FROM: Dale E. Wilken, Division Administrator

4. PROGRAM NO.:

5. ITEM NO.: 00111

6. TO:

Mr. H. S. Coulter, State Highway Engineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10-28-81

8. FEDERAL ROUTE NUMBER: Primary 1

9. STATE ROUTE NUMBER: Primary 2W

10. GENERAL LOCATION:

COLUMBIA RIVER HIGHWAY AT WEST RAINIER DIKE ROAD

11. GENERAL DESCRIPTION OF WORK

Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*

Permanent Pavement Striping(SF)	$1,500
State-furnished Software	500
Signal Controller Testing	1,175
Signal Turn-on	500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's October 26, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $93,600; Federal Funds $84,240.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
NOV 13 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10-28-81	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9407

December 24, 1980

City of Rainier
City Hall
Rainier, OR 97048

AGR 4

Attention: Esther V. Perren
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7408

Gentlemen:

Attached for your records is a fully executed copy of an agreement for a traffic signal installation on the Columbia River Highway at West Rainier Dike Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

PRO 6-1

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic 378-6537

TO: H. S. Coulter
State Highway Engineer

DATE: June 25, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II, Hazard Elimination Project

The City of Rainier has requested a project to install traffic signals on the Columbia River Highway at West Rainier Dike Road.

Construction will be by contract with the State performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Columbia River Highway at West Rainier Dike Road	$75,000	$67,500	$7,500

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

RHB:jrb

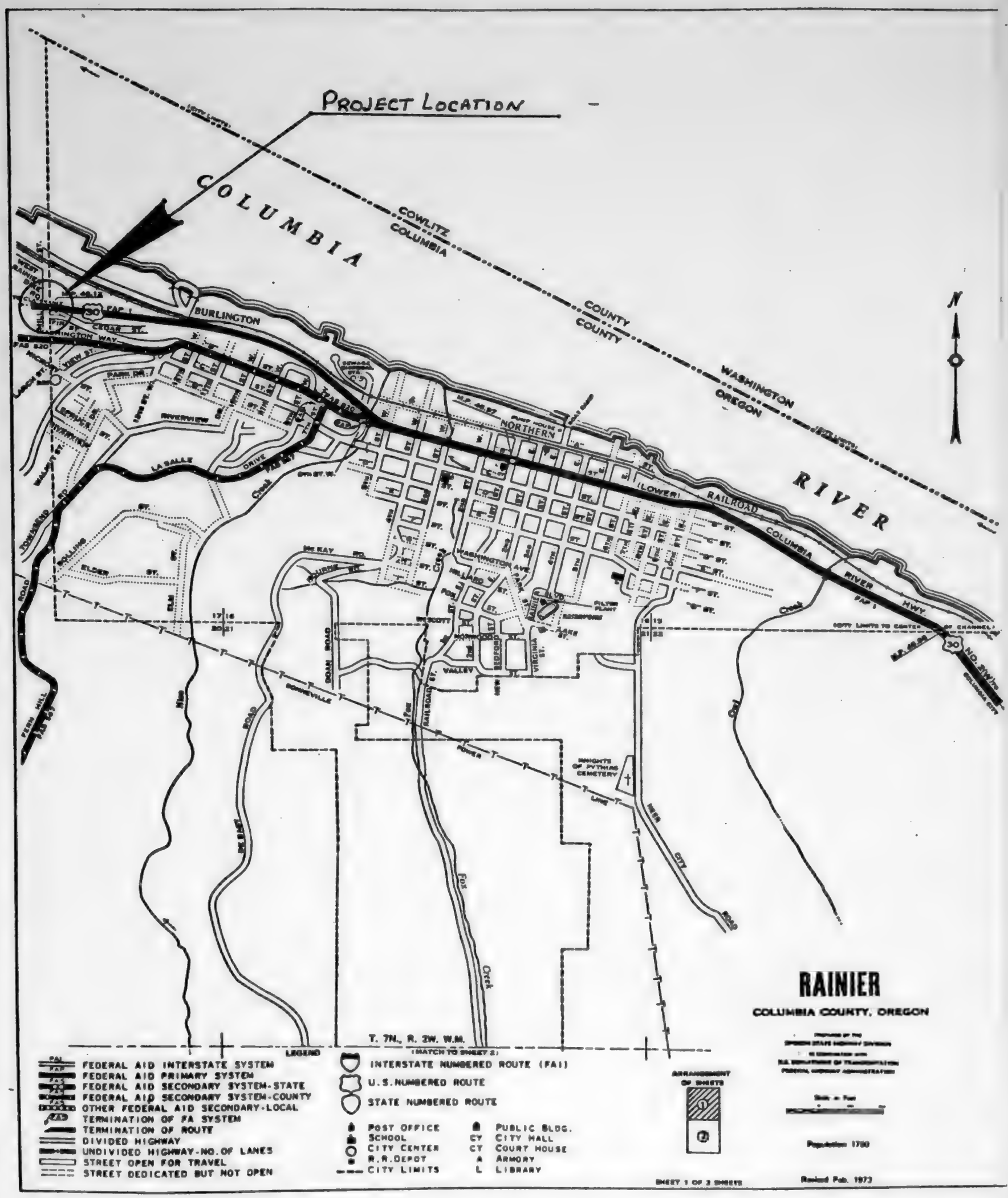
Attachment

APPROVED:

State Highway Engineer

DATE: 6/26/80

Contains Recycled Materials
81-125-1367


PROJECT LOCATION
COLUMBIA
COWLITZ
COLUMBIA
COUNTY
COUNTY
WASHINGTON
OREGON
RIVER
N
BURLINGTON
NORTHERN
(LOWER) COLUMBIA RIVER RAILROAD
COLUMBIA RIVER HWY.
CITY LIMITS TO CENTER OF CHANNEL
LA SALLE
DRIVE
TOWNSEND
ROAD
ROLLING
ELMS
FERN HILL
ROAD
McKAY RD.
WASHINGTON AVE.
ALDER BLVD.
FILTER PLANT
RESERVOIR
VALLEY
BEDFORD
VIRGINIA ST.
DOAN ROAD
RAILROAD ST.
BONNEVILLE
POWER
LINE
KNIGHTS OF PYTHIAS CEMETERY
MILL
CITY
ROAD
OLD
MILL
ROAD
Fos
Creek
T. 7N., R. 2W. W.M.
(MATCH TO SHEET 2)
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
ARRANGEMENT OF SHEETS
1
2
RAINIER
COLUMBIA COUNTY, OREGON
Population 1780
SHEET 1 OF 2 SHEETS
Revised Feb. 1973

9407

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

7-28-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IES - 1 (7)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
FHWA, Salem, Oregon

PROGRAM NO.

ITEM NO. 00111

COUNTY NAME Columbia

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 30 '80

7-30 copy

REFER TO Meeting

FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	7-28-80	Primary 1
		STATE ROUTE NUMBER: Primary 2W

GENERAL LOCATION:

Columbia Rivery Highway at West Rainier Dike Road (Rainier) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION Including utility preparatory work TEC $7,100 - Federal funds $6,390.

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 7-7-80, I concur that timesaving procedures enumerated in FHPM 8-2-3 are applicable and also concur that it falls under the Statewide Catagorical Exclusion approved 2-25-80.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-28-80	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970—721-915

9407

File No. PRO 6-1 Fil
Rd. No. 2W M.P. 48.38
City of
Streets
Rural Urban

ghway - Traffic 378-6537

June 30, 1980

D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

L. E. George
Traffic Engineer

Proposed Project
Title II, Hazard Elimination Program
Columbia River Highway at West Rainier Dike Road (Rainier)

Attached is programming data for a proposed project at the subject location.

This section of highway does not appear on the Urban Project Priority List submitted to the FHWA, but by computation would achieve a ranking of 165 on that list. The proposal has a favorable benefit/cost ratio and was approved by the State Highway Engineer under delegated authority on June 26, 1980.

Please program this project with the FHWA and update the PMS. Suggested bid open date is January 1981.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

NOTED
GLEN L. CLARK

NOTED
RICHARD BLADORN
RHB:jrb

Attachment

cc: F. E. Terpin
G. A. Potter
E. L. Hardt
Jon Rose

NOTED
VERNON L. TABERY

NOTED
DWAYNE HOFSTETTER

NOTED
W. R. ZIRBES

7-107

2W

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE: January 22, 1980

PREFIX:

IDENTIFICATION

PROJECT NAME: West Rainier Dike Road

HIGHWAY NAME: Lower Columbia River

HIGHWAY NUMBER: 2W

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1		Columbia	Rainier

LENGTH: 0.10

MILEPOST NUMBER: 48.32 TO 48.44

[XX] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [ ] YES [X] NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER Title II, Section 209

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [ ] PAVING [ ] STRUCTURE [ ] SIGN [X] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Install a 5 phase actuated traffic signal.

REFERRED TO
Beard ___ Stoudenmayer ___
Cole ___ Hamm ___
Gilson ✓ Watson ✓
Hiser ___ Dorn ___ Leu ___
Return Plans To ___ File Copy ___ Due ___
BY FINAL DESIGN ENGINEER

1 ✓
2 Don
3 ___
4 ___

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 11,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[X]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[X]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH): 55 MPH

DESIGN STANDARDS: N/A

TRAFFIC ANALYSIS: [ ] LIGHT [X] MEDIUM [ ] HEAVY

APPROVED
Frank E Piper
Location Engineer
Date 10-2-80

RECEIVED
SEP 5 1980
LOCATION SECTION

3 · FEATURES

	EXISTING NUMBER AND WIDTH		PROPOSED NUMBER AND WIDTH
TRAVEL LANES	U.S. 30 4-12	Dike Rd. 2-12	No change
SHOULDERS	2ea 4'-8'	2ea 0-4'	"
MEDIANS	15' Lt turn	—	"
PARKING LANES	—	—	"
SIDEWALKS	—	—	"
BIKEWAYS	—	—	"
INTERCHANGES			
OTHER:			

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☐	☐	☒
Structures	☐	☒	☐
Stage Construction	☐	☐	☐
Pedestrian Crossing	☐	☐	☐
Rest Area	☐	☐	☐
Truck Scale Site	☐	☐	☐
Landscaping	☐	☐	☐
Drainage	☐	☐	☐
River _____	☐	☐	☐
Stream _____	☐	☐	☐
Storm Sewer	☐	☐	☐
Sanitary Sewer	☐	☐	☐
Right of Way	☐	☐	☐
Simple Acquisition	☐	☐	☐
Complex Acquisition	☐	☐	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☐	☐
Railroad Crossing	☐	☐	☐
At Grade	☐	☐	☐
Separated	☐	☐	☐
Railroad Encroachment	☐	☐	☐
Permits	☐	☐	☐
Conditional Use	☐	☐	☐
Flood Plain	☐	☐	☐
Irrigation District	☐	☐	☐
Water District	☐	☐	☐
Drainage District	☐	☐	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☐	☐
DEQ NPS Water Pollution	☐	☐	☐
Building	☐	☐	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☐	☒
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☐	☐
4-F Statement	☐	☐	☐
Citizen Advisory Committee	☐	☐	☐
Public Hearing _____	☐	☐	☐
Borrow Source	☐	☐	☐
Material Source	☐	☐	☐
Utilities	☐	☒	☐

Type _____

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY: APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	0.5
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE _____ (Region) Jan. 1981 (Salem)

6 - SUGGESTED BASE DESIGN ITEM	NEW WORK	OVER EXISTING
No change in roadway section.		

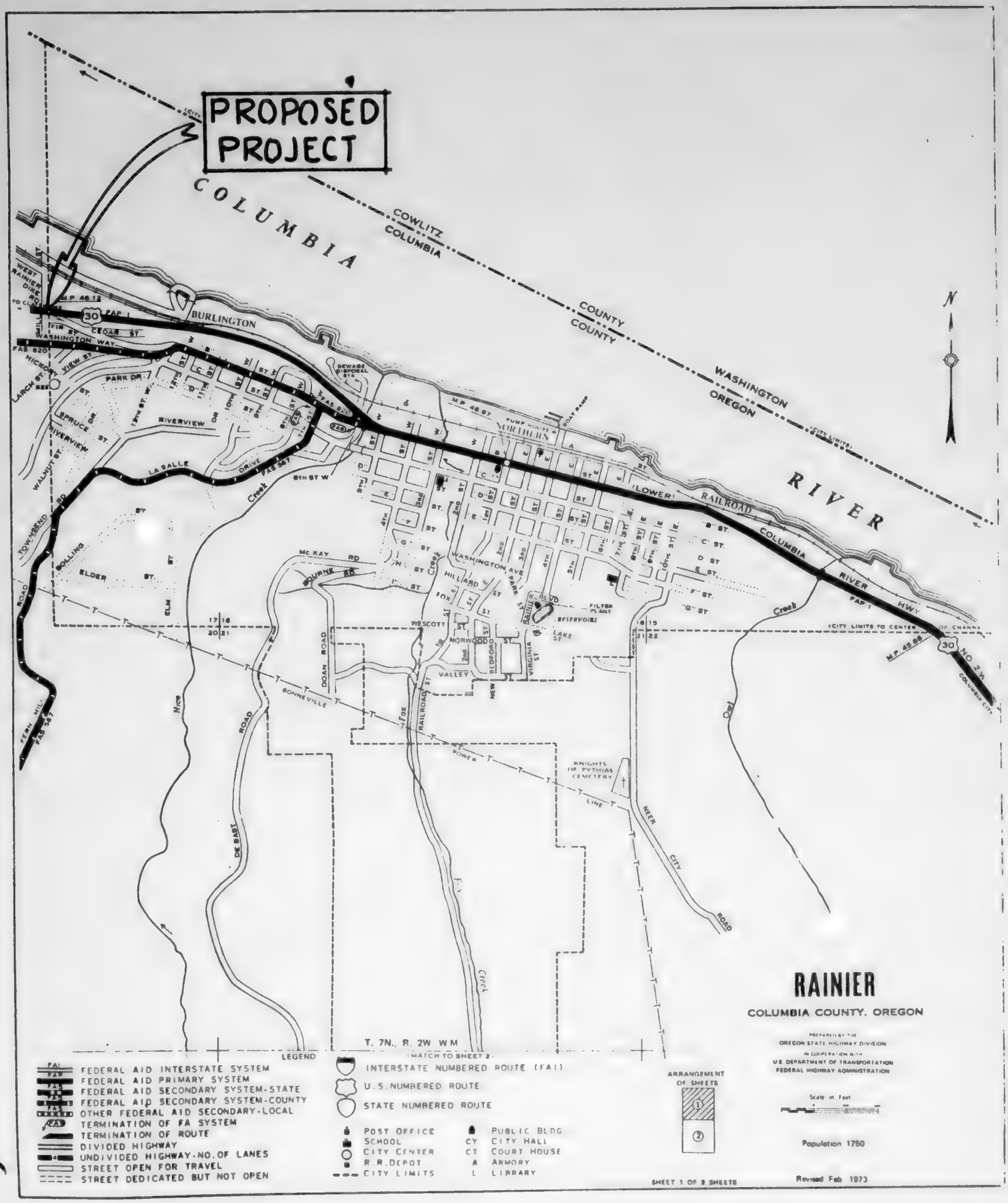
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	2,700	7,100
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Signals	49,250	
ENGINEERING & CONTINGENCIES	9,850	
PROJECT TOTAL	66,200	66,200

SUBMITTED BY Edward C Schmidt


PROPOSED PROJECT
COLUMBIA
COWLITZ
COLUMBIA
COUNTY
COUNTY
WASHINGTON
OREGON
RIVER
N
BURLINGTON
NORTHERN
RAILROAD
COLUMBIA
RIVER
HWY
FAP 1
30
WASHINGTON WAY
FIR ST
CEDAR ST
PARK DR
RIVERVIEW
SPRUCE ST
LA SALLE
DRIVE
FAS 587
8TH ST W
WALNUT ST
TOWNSEND RD
ROLLING
ELDER
ELM
MC KAY RD
BURNE RD
HILLARD
FOX
WESCOTT
NORWOOD
VALLEY
BEDFORD
VIRGINIA
WASHINGTON AVE
PARK ST
FILTER PLANT
RESERVOIRS
LAKE ST
DOAN ROAD
BONNEVILLE
FOX
RAILROAD ST
NEW
OLD
NEER CITY ROAD
KNIGHTS OF PYTHIAS CEMETERY
LOWER
LINE
DE BAST
ROAD
FERN HILL
FAS 587
NICE
Creek
MP 48.12
MP 48.87
MP 48.88
(CITY LIMITS TO CENTER OF CHANNEL)
NO 2 M
COLUMBIA CITY
T. 7N., R. 2W. W.M.
MATCH TO SHEET 2
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
ARRANGEMENT OF SHEETS
1
2
SHEET 1 OF 2 SHEETS
RAINIER
COLUMBIA COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Scale in Feet
Population 1750
Revised Feb 1973

1982 East 1st St. @ E. Revere St. (Bend) Sec.
(Traffic Signal Installation)

9408

CdA 7492 6-24-81

9408

B

January 11, 1983

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9408

Gentlemen or Ladies:

On January 4, 1983, we wrote to you concerning release of final payment on Contract No. 9408 awarded to Sims Electric, Inc., for traffic signal installation on East 1st Street at East Revere Street in Bend, Deschutes County.

Final payment on this contract is $1,606.10 and the total contract amount is $69,046.41. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Sims Electric, Inc.
721 S.E. Oak
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
Dale Allen

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: East 1st. Street @ E. Revere (Bend)		WEEK ENDING: November 20, 1982
		SECTION PREFIX: 9-8271
HIGHWAY: City Street		COUNTY: Deschutes
NAME OF JOB: E. 1st Street @ E. Revere St (Bend)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Sims Electric Inc.	CONTRACT NUMBER: 9408	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: December 18 1981	DATE WORK STARTED: February 17, 1982	ESTIMATED COMPLETION DATE: July 18, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED: 174
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 88
PROJECT AUTHORIZATION: $ 85,941.98		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 78,436.13	ENGINEERING AUTHORIZATION $ 7,505.85	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 74,076.56	ENGINEERING COST TO DATE $ 6,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 6 %	PERCENT OF AUTHORIZATION . . . . . %	DATE PROJECT WAS COMPLETED: July 15, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Traffic Signal 100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 22 1982
CONSTRUCTION SECTION

CE ___ OM ___
CAE ___ CA ___
HE ___ I ___
DRE ___ TC ___
SCE ___ FE ___
RRO ___ CP ___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Submitted Semi-Final Estimate to Region Office November 19, 1982

Final Weekly Report

SIGNED Tom Equivin For W.W.Robertson LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9408

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: July 22, 1982

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: SXF 1258
Crossing No. 28T-150.5

NOTED
H.S.COULTER

Attached is a copy of Order No. 82-530 issued by the Public Utility Commissioner on July 20, 1982, relative to the above subject matter.

RDT/llr
Attachment
cc: C. T. Keasey
W. W. Robertson - Please advise me when our portion of the work is done so that I can advise PUC per item 6.
R. L. Lammert
D. D. Allen
L. E. George
J. L. Sollis

RECEIVED
STATE HWY ENGR
JUL 23 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

ORDER NO. 82-530

ENTERED July 20, 1982

PUC CROSSING NO. 28T-150.5
DOT CROSSING NO. 66 813 W

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1258

In the Matter of the Application of OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of Revere Avenue and the tracks and right-of-way of Burlington Northern (Oregon-Washington) Inc., Oregon Trunk Branch, in Bend, Deschutes County, Oregon.	))))))))	ORDER

On June 19, 1981, Oregon Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of Revere Avenue, a street under the jurisdiction of the City of Bend, and the main track, siding track, and right-of-way of Burlington Northern (Oregon-Washington) Inc., Oregon Trunk Branch, in Bend, Deschutes County, Oregon.

Comments and recommendations on the application were made by various parties as follows: PUC Staff by letters dated July 29, 1981, and June 25, 1982; Burlington Northern (Oregon-Washington) Inc., by letter dated August 13, 1981, entered its formal objection to the application. It removed its objection by letter dated July 13, 1982.

Copies of the application and responses thereto were duly served upon Burlington Northern (Oregon-Washington) Inc.; City of Bend; Deschutes County; and applicant. No objection by any party has been made to the granting of the application.

East Revere Avenue is an east-west street. It intersects two Oregon Trunk Branch Tracks at an angle of 85 degrees. The tracks are, from east to west, the siding track and main track. The street intersection of E 1st Street and Revere Avenue lies approximately 115 feet westerly of the railroad-highway grade crossing.

Commissioner's Order No. 76-405 (Docket SXF 689), entered June 14, 1976, authorized the installation of cantilevered flashing light and automatic gate signals at the railroad-highway crossing. The City of Bend was ordered to, "Take appropriate action to signalize or sign the adjacent intersection of NE 1st Street and Revere Avenue to minimize the likelihood of traffic backing up over the railroad crossing." The order further directed that the circuitry for the automatic protective devices provide for the future interconnection with traffic signals at the adjacent intersection of 1st and Revere.

Applicant proposes to install traffic signals at the adjacent intersection of E 1st Street and E Revere Avenue. The traffic signals are to be interconnected with the existing automatic protective devices installed at the Revere Avenue railroad-highway grade crossing. In addition, a part-time "STOP HERE ON RED" restriction signal will be located easterly of the crossing on Revere Avenue. It is important that this signal be located so as to provide westbound motorists with an unrestricted view of the grade crossing protective devices.

Interconnection of the traffic signals at the adjacent intersection with the existing automatic protective devices at the crossing will improve safety at the crossing.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

The Commissioner finds that the traffic signal interconnection proposed herein is required by the public safety, convenience, and general welfare.

Based upon the application and files of the Commissioner, it is found that the application should be granted on the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to alter the crossing as requested herein is hereby granted.

2. In the event of a malfunction or deactivation of the railroad preemption feature of the traffic control system at the intersection of E 1st Street and E Revere Avenue, the following procedure will be followed:

a. The City of Bend's police dispatcher shall, within 15 minutes of notification of the malfunction or deactivation, notify the Chief Dispatcher, Burlington Northern Railroad Company, Vancouver, Washington, of the problem; and

b. The City of Bend shall provide the Commissioner with written notice of such malfunction or deactivation of said traffic signals of 15-minute duration or longer.

3. Applicant shall:

a. Subject to reimbursement as provided herein, interconnect the traffic signals at the intersection of E 1st Street and E Revere Avenue with the existing crossing protective devices installed at the Revere Avenue grade crossing, and provide a train preemption phase in the operation of the traffic signals in accordance with Oregon State Highway Division Signal Plan, E 1st Street at Revere Avenue, dated Jun 15, 1981; and

b. Subject to reimbursement as provided herein, furnish and install two "DO NOT STOP ON TRACKS" signs as follows:

-- One to be mounted over the inside traffic lane on the cantilevered arm of the Standard No. 2B signal located in the northeast quadrant of the crossing, facing westbound traffic,

-- One to be located beside the roadway in the northeast quadrant of the crossing, not less than 15 feet from the centerline of track and to the right of the set of automatic protective devices, facing westbound traffic.

4. The City of Bend shall:

a. Bear all the cost of interconnecting the traffic signals with the existing automatic protective devices installed at the Revere Avenue grade crossing and furnishing and installing the "DO NOT STOP ON TRACKS" signs ordered herein; and

b. Maintain the traffic signal interconnection, and maintain the "DO NOT STOP ON TRACKS" signs, and bear all the cost thereof.

5. Burlington Northern (Oregon-Washington) Inc., shall:

a. Subject to reimbursement as provided herein, provide appropriate interconnection between the existing grade crossing protective devices and the traffic light signal installation at the intersection of E First Street and E Revere Avenue; and

b. Maintain that portion of the interconnection circuitry located inside the railroad signal case, and bear all the cost thereof.

6. Each party shall notify the Commissioner upon completion of its portion of the project.

Made, entered, and effective 7/20/82.

PUBLIC UTILITY COMMISSIONER OF OREGON

JOHN J. LOBDELL
Public Utility Commissioner

jh/0896H

November 19, 1981

ACC

City of Bend
City Hall
Bend, Oregon 97701

Attn: Arthur R. Johnson
City Manager

Dear Mr. Johnson:

On November 19, 1981 the Highway Division received a satisfactory bid from Sims Electric, Inc., 721 S.E. Oak, Roseburg, Oregon 97470 for East 1st Street at E. Revere Street (Bend) Section. We anticipate the construction cost to be:

Contractor's Bid		$67,983.50
Anticipated Additional Items:		
Railroad Protective Costs	$1,500.00	
Other Railroad Costs (Interconnect to Signal)	500.00	
Permanent Pavement Striping	1,600.00	
State Furnished Software	500.00	
Signal Controller Testing & Turn-On	2,975.00	$ 7,075.00
		$75,058.50
4 1/2% Contingencies		3,377.63
10% Engineering		7,505.85
ESTIMATED TOTAL COST & CITY SHARE		$85,941.98

Rec'd $85941.98
12-18-81
L of Credit
per Jan Peterson
KEH

We will award the contract when we receive your advance deposit in the amount of $85,950, which should arrive no later than December 11, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:nf
Attachment
bcc w/AD # 990: John Hagedorn, Region 4 Federal Aid Engineer
Vern Skoog - Please return completed AD # 990 when advance deposit is received.

Section East 1st St. at E. Revere St. (Bend) Programming Estimate $ 115,000

Highway City St. Project Length —

County Deschutes Completion Time 200 CD

Kind of Work Traffic Signals Est. Comp. Date July 8, '82

Prefix 9 - 8266 Letting Date Nov. 19, '81 Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 93,850.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs	1,500	
Other Railroad Costs (Interconnect to signal)	500	
Permanent Signing		
Permanent Pavement Striping	1,600	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Software	500	
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering) *Turn-on	2,975	
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
		$ 7,075.00

Adjust Utilities:

Subtotal	$ 100,925.00
Contingencies (4-1/2%)	4,541.63
Engineering (~~8~~, 9, ~~10~~%)	9,083.25
~~Subtotal~~	$
Credit for	
Estimated Net Authorization, Construction	$ 114,549.88

APPROVED

cc: John Hagedorn
10-9-81

Road Design Engineer

Rev. 3/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE — HIGHWAY DIVISION

East 1st St. at E. Revere St. (Bend)	County: Deschutes	Sheet: 1 of 1
f Work: Traffic Signal Installation	Length: — / Date: 9-30-81	Name: Bricher

Item	Code	Unit	Quant.	Unit Cost	Total
Temporary Protection and					
Direction of Traffic		All	All	—	1,255⁻
Temporary Signs		Sq. Ft.	179	6⁻	1,074⁻
Flagmen		Hour	40	22⁵⁰	900⁻
Traffic Signal Installation,					
Complete		All	All	—	83,666⁻
Fire Pre-emption System,					
Complete		All	All	—	6,955⁻

36 (8-81)

9408

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-2

August 3, 1981

NOTED
H.S.COULTER

C. David Lanning
Transportation Spec.
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

SXF 1258
Crossing No. 28T-150.50

Dear Dave:

In the Matter of the Application of the OREGON DEPARTMENT OF TRANSPORTATION HIGHWAY DIVISION for the authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of Revere Avenue and the tracks and right of way of Burlington Northern (Oregon-Washington), In., Oregon Trunk Branch, in Bend, Deschutes County, Oregon.

The State of Oregon, by and through its Department of Transportation, has no objection to the subject application or to the assumptions stated in your July 29th letter. The road is not under the jurisdiction of the Highway Division.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw

cc: H. S. Coulter
C. T. Keasey
D. D. Allen

RECEIVED
STATE HWY ENGR
AUG 4'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

m 81-731-0027 (9-77)

9408

June 24, 1981

City of Bend
City Hall
Bend, OR 97701

AGR-4

Attention: James W. Kerfoot
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 2492

Gentlemen:

Attached for your files is a fully executed copy of a Construction-Finance Agreement with the City of Bend for the installation of traffic signals on First Street at Revere Avenue.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
Enclosure

bc: Don Harwell (agreement attached)

9408

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-2

June 18, 1981

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

East First St. at Revere Ave.
City of Bend
Deschutes County
Crossing No. 28T-150.50

Dear Dave:

We are preparing a contract to install a traffic signal at the intersection of Revere Ave. and East First St. in Bend. Due to the close proximity of the Oregon Trunk Railway, it is desirable to interconnect the traffic signals with the railroad track circuitry.

Please accept this letter as an application for this interconnection. Attached you will find 11 copies of the signal plans for this installation. The Highway Division will make the installation through a contractor. The City will pay all installation costs and be responsible for future maintenance.

NOTED
H.S.COULTER

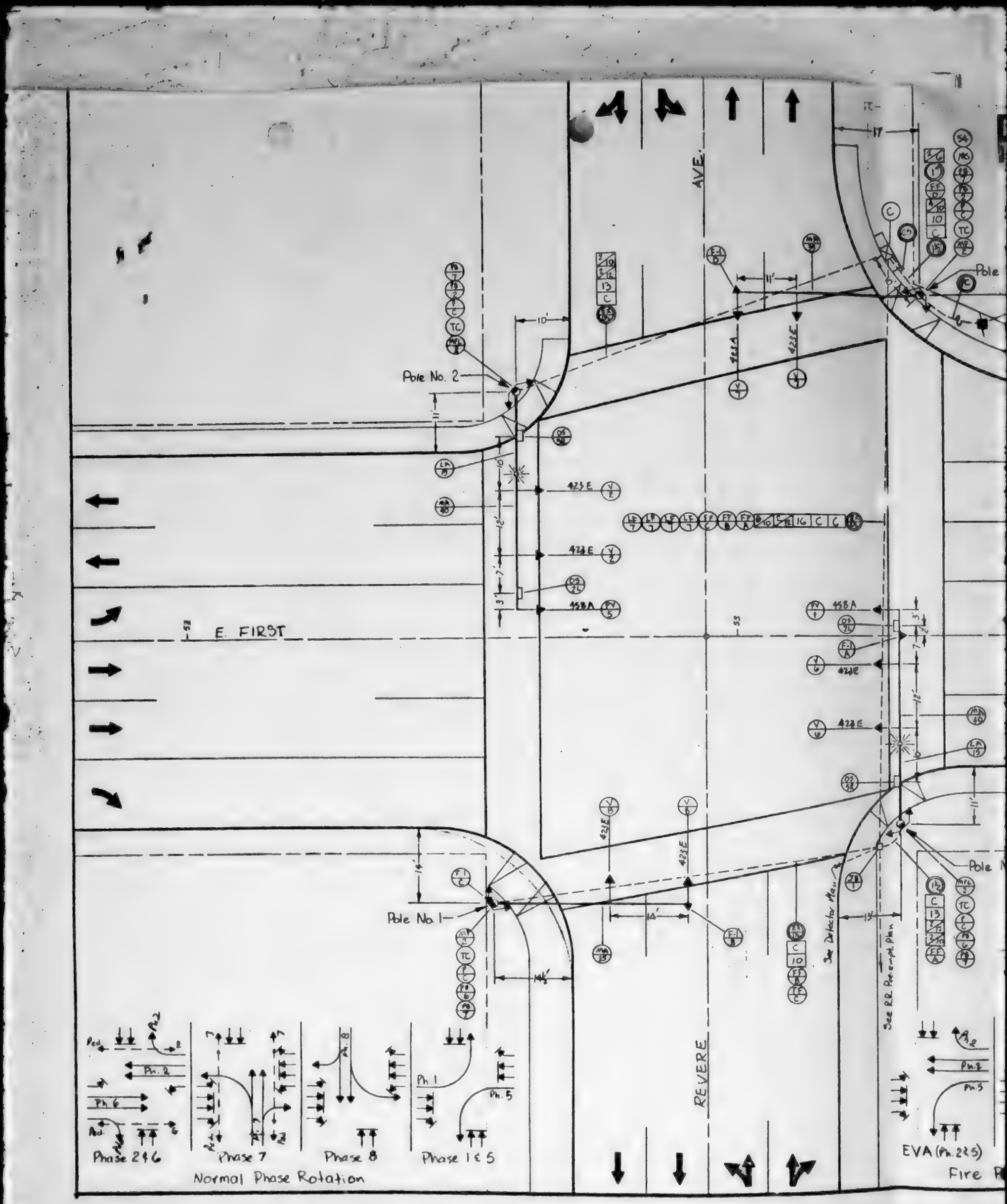
Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
Attach.
cc: H. S. Coulter - w/attach.
Dale Allen - w/attach.
C. T. Keasey - w/attach.
D. E. Swan - w/attach.
J. L. Sollis - w/attach.
L. E. George - w/attach.

RECEIVED
STATE HWY ENGR
JUN 19'81
REFER TO
FOR
Info | Invest | R/C | D/R | Sign | Act | File

81-731-0027 (9-77)

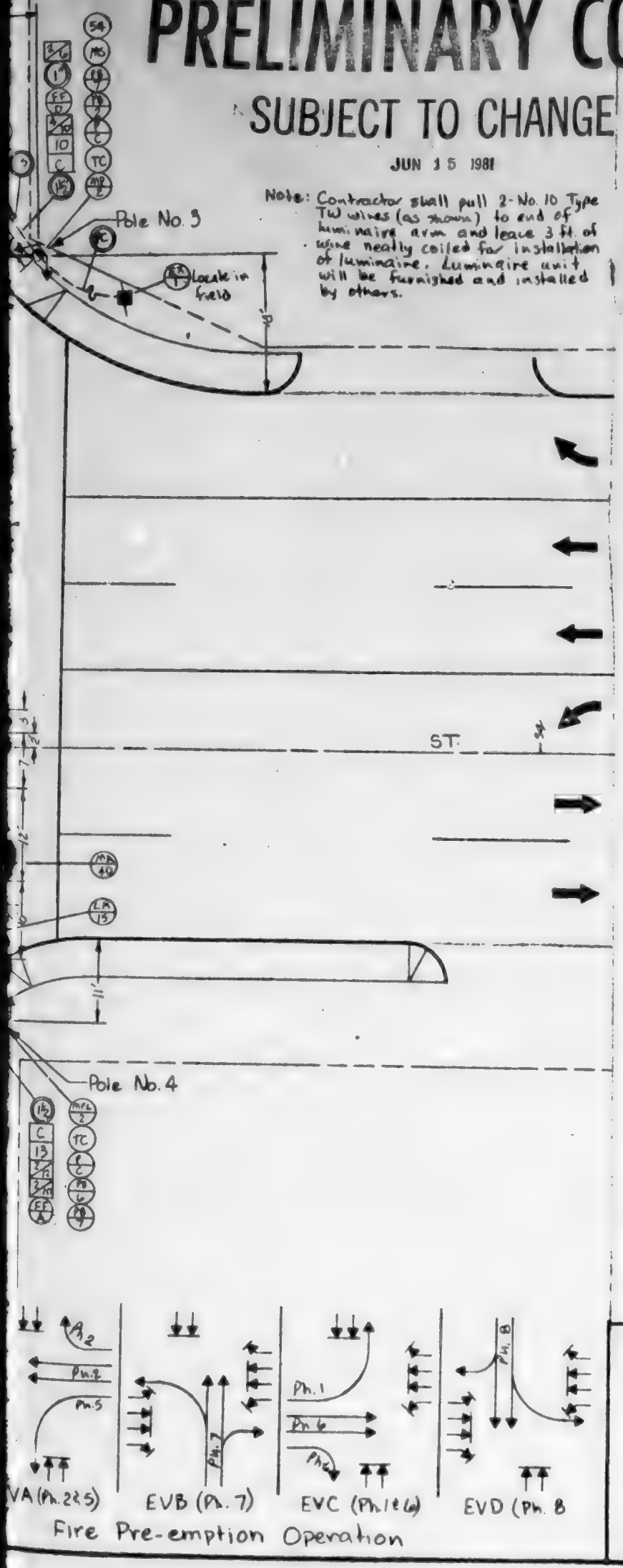

AVE.
Pole No. 2
Pole No. 1
E. FIRST
REVERE
Pole
Pole N
See Detector Map
See RR Preempt. Plan
Phase 2 & 6
Phase 7
Phase 8
Phase 1 & 5
Normal Phase Rotation
EVA (Ph. 2 & 5)
Fire R

PRELIMINARY COPY

SUBJECT TO CHANGE

JUN 15 1981

Note: Contractor shall pull 2-No. 10 Type TW wires (as shown) to end of luminaire arm and leave 3 ft. of wire neatly coiled for installation of luminaire. Luminaire unit will be furnished and installed by others.



Fire Pre-emption Operation

SIGNAL PLAN
E. FIRST ST. AT REVERE AVE.

Scale 0 10 20 40 Feet

LEGEND

- (MA/S) Maintain and protect existing (S) inch electrical conduit (ortho as req'd)
- (MA/P) Maintain and protect existing power pole (power source-location shown is not actual location)
- ( ) Install model 170 controller in model 332 cabinet
- (INS/T) Install type (T) standard traffic signal mast arm pole
- (INS/T) Install type (T) standard traffic signal mast arm pole with luminaire pole extension (32 ft mounting ht.)
- (MA/L) Install (L) ft. traffic signal mast arm
- (LA/L) Install (L) ft. luminaire arm
- (V/Ph) Install phase (Ph) vehicle signal
- (PV/Ph) Install phase (Ph) programmed vehicle signal
- (P/T) Install type (T) modified pedestrian signal
- (PB/Ph) Install phase (Ph) pedestrian pushbutton with instruction sign
- (IS/LT) Install interior illuminated "Left Turn Signal" sign
- (IS/RT) Install interior illuminated right arrow "Only" sign
- (TC) Install terminal cabinet
- (SC/A) Install service cabinet with 50 amp circuit breaker for signal circuits and 15 amp circuit breaker for illumination circuits
- (MS) Install 120 volt meter base (for signal circuits; illumination circuits shall be unmetered)
- (JB/T) Install precast concrete junction box (See TES Drwg. No. 1471)
- (LF/Ph) Install phase (Ph) loop feeder wires
- C Install one No. 8 type THWN wire (signal system common)
- N Install (N) No. 14 type THWN wires
- N/G Install (N) No. (G) type TW wires
- (S) Install (S) inch electrical conduit
- (C) Install 2 inch conduit stub (cap ends)
- PC Install 2 inch conduit from Pole No. 3 to base of power pole (service conductors by others)
- (EP/Ch) Install channel (Ch), (X)-way fire pre-emption detector unit.
- (EF/Ch) Install channel (Ch) fire preemption detector feeder cable...

S = Size shown
T = Type shown
L = Length shown
Ph = Phase shown
N = Number of conductors shown
G = N/G size shown
X = Number shown

Ch = Channel shown
A = Standard plumbizem
E = Flasher plumbizem
423 = 12" R, 8" Y, 8" G
458 = 12" R, 12" Y, 12" GLTA

PRE

Signal Controller (C)

ToC

55'

15'

See Signal Plan

OREGON TRUNK

MAINLINE

Pole No 5

Railroad Controller

"Stop" line

Normal Operational Sequence

Railroad Pre-emption Sequence

Loop Number	Phase Number	Function
1, 2, 3 (S)	6	E, CT
4, 5, 6 (S)	1	E, CT
7, 8, 9 (S)	8	E, CT
10, 11, 12 (S)	8	E, CT
13, 14 (S)	2	E, CT
15, 16, 17 (S)	5	E, CT
18, 19, 20 (S)	7	E, CT
21, 22, 23 (S)	7	E, CT

Controller Cabinet

E - Extension, CT - Count, S - Series
See Drwg. 1471 for loop detector details
Center all loops in travel lanes

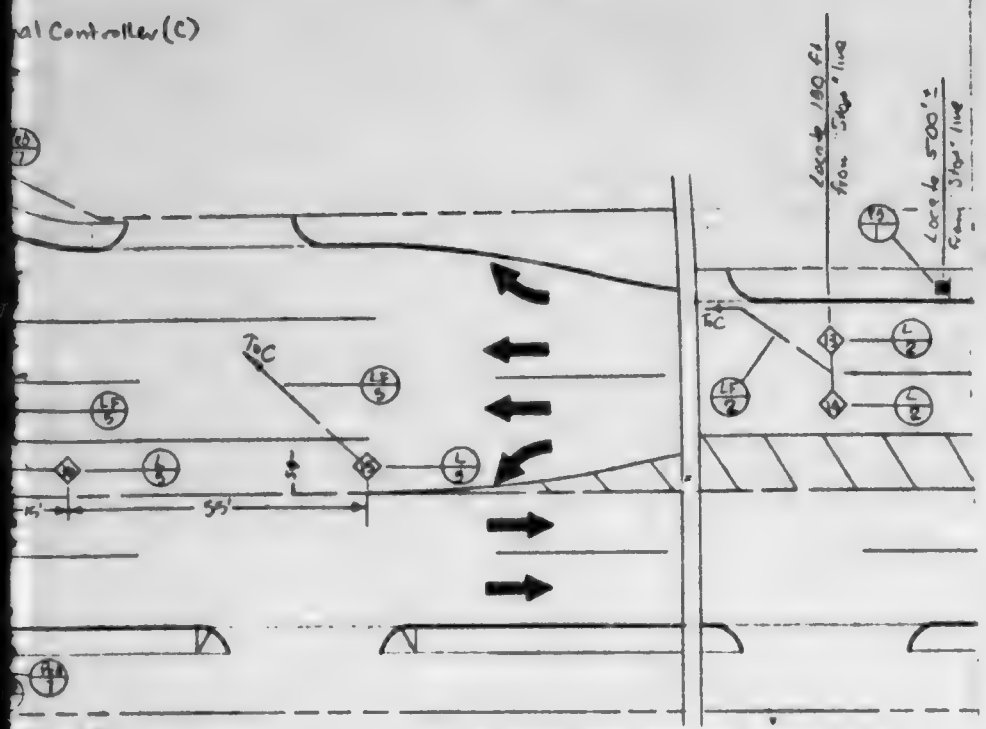
Loop Detector Wiring Diagram

PRELIMINARY COPY

SUBJECT TO CHANGE

JUN 15 1981

al Controller (C)



R.R PRE-EMPTION & DETECTOR PLAN
E FIRST ST. AT REVERE AVE

Scale 0 20 40 80 Feet

LEGEND

- (T) Install type (T) standard traffic signal mast arm pole
- (L) Install (L) ft traffic signal mast arm
- "Stop Here On Red" part time restriction sign with 12 inch red single section head.
- Loop detector
- Install phase (Ph) loop detector
- Install phase (Ph) loop detectors
- (N) No (G) type T
- (S) inch electrical conduit
- Vehicle phase (Ph)
- Pedestrian phase (Ph)

T - Type shown
L - Length shown
Ph - Phase shown
N - No. of conductors shown
G - AWG size shown
S - Size shown

Normal Operational Sequence

Head No.	Indication									
Veh.1	R	R	R	R	R	R	R	R	G	Y
Veh.2	G	G	Y	R	R	R	R	R	R	R
Veh.5	R	R	R	R	R	R	R	R	G	Y
Veh.6	G	G	Y	R	R	R	R	R	R	R
Veh.7	R	R	R	G	G	Y	R	R	R	R
Veh.8	R	R	R	R	R	R	G	Y	R	R
Ped.2	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW
Ped 6	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW
Ped 7	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW
PR/1	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off

Return to normal operation

Railroad Re-emption Sequence

Veh.1	R	R	R	R	R	R	R	R	R	Y	R	R
Veh.2	Y	R	R	R	R	R	R	R	R	R	R	R
Veh.5	R	R	R	R	R	R	R	R	R	Y	R	R
Veh.6	Y	R	R	R	R	R	R	R	R	R	R	R
Veh.7	R	FY	Y	FY	Y	R	FY	Y	R	FY	Y
Veh.8	R	R	R	R	R	Y	R	R	R	R	R
Ped 2	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
Ped 6	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
Ped 7	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
PR/1	On	On	On	On	On	On	On	On	On	On	On

Service all phases except phases 5, 7 & 8

MAIN LINE

Pole No 5

Railroad Controller

1982 Pacific Hwy. W. @ SW 78th 9409
Ave. Sec. in Tigard.
(Traffic Signal)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: July 25, 1984

CITY: Tigard AGREEMENT NO: 6396 PROJECT NO: IX-9-3(9)

CONTRACT NO: 9409 SECTION: Pacific Hwy. West at SW 78th Ave.

CONSTRUCTION (Prefix No. 34-1067):

Payment to Contractor	$ 28,676.10
Interest on Final Payment	33.50
SFO #1 Permanent Pavement Striping	537.00
SFO #2 State Furnished Materials	3,316.63
SFO #3 Signal Controller Testing	386.40
SFO #4 Replace Traffic Signal Loops	6,144.01
Construction Engineering	8,834.25
Program Section	132.14
Specifications	0.58
Salem Lab	245.95
Portland Lab	46.59
Technical Services	563.96
Construction Section	153.30
Region Office	581.95
Total	$ 49,652.36
Less Federal Funds	(32,175.52)
Total City Share	$ 17,476.84

Non-Participating Costs:

Interest on Final Payment	$ 33.50
SFO #4 Replace Traffic Signal Loops	6,144.01
Construction Engineering	5,621.30
Total Non-Participating Costs	$11,798.81
AMOUNT DUE FROM CITY	$17,476.84

GEZ:bkb

34-1067

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

VOUCHER TYPE *(Check Appropriate Block)*

- ☐ CURRENT BILLING
- ☐ OTHER PROGRESS
- ☒ FINAL VOUCHER (*)

VOUCHER PERIOD: FROM 10-28-81 TO 3-26-84

FEDERAL AID PROJECT NO.: IX-9-3(9)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
49,652.36	37,853.55	85%	32,175.52	32,175.52	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	6/1/84	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED: 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Pacific Hwy. West at 78th Ave. Tigard					
	Pacific Highway West					
	Washington County					
	Construction					
	Type Code Y031					
	Traffic Signal (Pacific Hwy. W. at 78th Ave.)					
	Final Contract Payment Summary	Lump Sum			$28,676.10	
SFO	#1 Permanent Pavement striping (State)	All Required			537.00	
SFO	#2 State furnished materials and software program	All Required			3,316.63	
SFO	#3 Signal Controller Testing (State)	All Required			386.40	
	Total Participating Construction Cost				32,916.13	
	Construction Engineering					
	State	All REquired			4,937.42	
	Total Participating Project Cost				37,853.55	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			33.50	
SFO	#4 Replace traffic signal loops (State)	All Required			6,144.01	
	Construction Engineering	All Required			5,621.30	
	total Non Participating Project Cost				11,798.81	
	Total Project Cost				49,652.36	
	Prepared based on Participating cost as shown on the Federal Billing as of 6-7-84					

AMOUNT CARRIED FORWARD .....

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	034 1056	270	03	P 1			382.07	81	82
	034 1056	270	04	P 1		481.65CR		81	83
	034 1056	270	04	P 8		481.65	579.92	81	83
	034 1056	296	00	N 9			913,393.92CR	81	83
	034 1056	298	00	N 9			913,393.92	81	83
	034 1056	900	00	P 1			49,086.62	81	83
	034 1056	900	00	N 1			303.87	81	82
	034 1056	920	00	P 1			58.24	81	82
	034 1056	928	00	N 1		20.53CR	57.66	81	83
	034 1056	940	00	P 1			3,594.50	81	82
	034 1056	941	00	P 1			58.28	81	82
	034 1056	944	00	P 1			130.86	81	82
	034 1056	945	00	P 1			1,127.30	81	83
	034 1056	946	00	P 1			36.93	81	82
		TOT	P1			481.65CR	1,035,248.98		
		TOT	P8			481.65	579.92		
		TOT	N1			20.53CR	816.89		
		** JOB TOTALS **			**	20.53CR**	1,036,645.79 **		

PAC HWY W@SW 78TH AVE — CONT NO 9409 * FA PROJ NOS X10 0903009 100 — STATE

	034 1067	201	00	P 1	Prop Cont		28,676.10	82	82
	034 1067	206	00	N 1	Interest		33.50	83	83
	034 1067	210	02	P 1	SFO#2 316.63	316.63	3,316.63	83	84
	034 1067	210	03	P 1	SFO#3		386.40	82	82
	034 1067	270	01	P 1	SFO#1		537.00	82	82
	034 1067	270	04	P 1	4,127.01CR	4,127.01CR		83	84
	034 1067	270	04	N 1	SFO#4 4,127.01	5,938.01	6,144.01	83	84
	034 1067	296	00	N 9	Tr. St	1,326.56CR	35,067.69CR	82	84
	034 1067	298	00	N 9	" Fed	1,326.56	35,067.69	82	84
	034 1067	900	00	P 1	Const Engr 407.83	407.83	3,184.05	82	84
	034 1067	900	00	N 1	" " 724.46CR	724.46CR	5,621.30	82	84
	034 1067	920	00	P 1	Prog. Sec.		132.14	82	82
	034 1067	921	00	P 1	Specs.		58.2	82	82
	034 1067	940	00	P 1	Salem Lab	46.45	245.95	82	84
	034 1067	941	00	P 1	Portland "		46.59	82	82
	034 1067	944	00	P 1	Technical Serv		563.96	82	83
	034 1067	945	00	P 1	Const. Sec		153.30	82	83
	034 1067	946	00	P 1	Reg. Off.		581.95	82	82
	034 1067	948	00	P 1	Gen. Const. Engr.		28.90	82	82
		TOT	P1		3,402.55CR	3,356.10CR	37,853.55		
		TOT	N1		3,402.55	5,213.55	11,798.81		
		** JOB TOTALS **			**	1,857.45 **	49,652.36 **		

DAVIES O'XING — CONT NO 9455 = FA PROJ NOS HES 2702007 44 F 2702007 56 — STATE

034 1071	201	00	P 1		31,295.22CR	371,256.94	82	84
034 1071	201	00	P 2		37,380.30	425,916.22	82	84
034 1071	201	00	N 1		6,652.13	7,391.87	82	84

801 OREGON STATE HIGHWAY DEPARTMENT 07/12/84 PAGE 25
BILLING NUMBER 01 FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
034-1043	1# XI	-0903-008 APPR-823	19,271.15	22,689.58	22,671.94	85.00	19,271.15	19,271.15		
034-1046	1# XI	-0032-010 APPR-823	284,156.35	335,889.65	334,301.59	85.00	284,156.35	284,156.35		
	2# HHS	-9244-001 APPR-145	62,118.43	69,913.73	69,020.48	90.00	62,118.43	62,118.43		
	3# XI	-0032-010 APPR-823	296,653.54	350,672.59	349,004.17	85.00	296,653.54	296,653.54		
	9			54,561.09						
034-1046	PREFIX TOTALS		642,928.32	811,037.06	752,326.24		642,928.32	642,928.32		
034-1047	1 XI	-2702-006 APPR-823	417,350.00	446,632.20	444,747.59	85.00	378,035.45	378,035.45		
	2 HES	-2702-006 APPR-141	408,201.00	451,686.12	450,987.06	90.00	405,888.35	405,888.35		
	3 F	-2702-006 APPR-010	858,638.00	698,405.11	696,869.85	88.15	614,290.77	614,290.77		
	5 XI	-2702-006 APPR-823		13.70		85.00				
	6 HES	-2702-006 APPR-141		17.43		90.00				
034-1047	PREFIX TOTALS		1684,189.00	1596,754.56	1592,604.50		1398,214.57	1398,214.57		
034-1056	1# F	-2702-009 APPR-010	912,882.55	1036,065.87	1035,248.98	88.18	912,882.55	912,882.55		
	8# F	-2702-009 APPR-010	511.37	579.92	579.92	88.18	511.37	511.37		
034-1056	PREFIX TOTALS		913,393.92	1036,645.79	1035,828.90		913,393.92	913,393.92		
034-1066	1 F	-0032-010 APPR-010	29,725.00			88.15				
034-1067	1# X10	-0903-009 APPR-772	32,175.52	49,652.36	37,853.55	85.00	32,175.52	32,175.52		
034-1071	1 HES	-2702-007 APPR-141	385,200.00	440,384.34	420,124.91	90.00	378,112.42	378,112.42		
	2 F	-2702-007 APPR-010	462,357.00	530,038.56	520,850.46	88.18	459,285.94	459,285.94		
034-1071	PREFIX TOTALS		847,557.00	970,422.90	940,975.37		837,398.36	837,398.36		
034-1080	1 X10	-9228-005 APPR-580	67,716.00	76,936.52	76,819.99	85.00	65,296.99	65,296.99		
034-1083	1 HES	-0032-013 APPR-141	6,300.00	3,601.72	3,601.72	90.00	3,241.55	3,241.55		
034-1088	1 F	-0035-011 APPR-010	1061,929.00	1205,565.96	1200,024.90	88.15	1057,821.95	1031,355.00		26,466.95
034-1098	1 HES	-2702-012 APPR-141	31,950.00	34,613.47	34,404.07	90.00	30,963.66	30,963.66		
035-1037	1# F	-8802-007 APPR-010	950,659.55	1078,984.42	1078,089.76	88.18	950,659.55	950,659.55		
035-1038	1 F	-0006-007 APPR-010	140,823.00	158,604.09	156,248.70	88.15	137,733.23	137,733.23		

r11

cc: OSHD (C lter) STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FED L HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY** 3-19-84		**PROJECT NO.**
3/13/84	Paul Padilla, Hwy Engr Trainee		IX-9-3(9)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
4/20/82	12/7/82	87 %	90 CD
APPROVED EXTENSIONS	**LOCATION**		
none	Pacific Highway West @ SW 78th Ave (Tigard)		

*~~The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted--~~

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HIGHWAY WEST @ SW 78th AVE (TIGARD)
PACIFIC HIGHWAY WEST
Traffic Signal

The project provided for the installation of a traffic control signal.

The final cost of the original contract items was $27,173 or a 2.3 percent overrun of the contract amount of $26,551. The final cost of the project including engineering and price agreements was $49,543.

All participating work has been completed.

RECEIVED
STATE HWY ENGR
APR 2 '84
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ
4/3

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE		SIGNATURE Original Signed by G. K. HOSSNER Field Operations Engineer	
Thomas P. Lowe		G. K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 3/26/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-9-3(9)
Pacific Highway W @ 78th Ave
Contract No. 9409
State Force Order No. 4

Date: May 31, 1983

From: Division Administrator

Reply to Attn. of: HFO.1-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Keasey's March 17, memorandum requests Federal participation to replace some wire and reseal the traffic signal loops on the subject project.

After eight months of traffic the newly constructed loops are failing because the epoxy is not adhering to the AC.

I have been unable to determine the cause of the failure. If the failure is due to defective construction procedures or the quality of epoxy I suggest you turn to the contractor for remedial action.

In any event I deny Federal participation in the proposed repair work.

for Dale E. Wilken

cc:
OSHD (C T Keasey)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
JUN 7 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9409

B

December 14, 1982

Union Indemnity Insurance Company
c/o Northwest Bonding Company
Attn: Dennis V. Gilbert
P. O. Box 1448
Beaverton, OR 97075

CON 5
#9409

Gentlemen or Ladies:

On December 10, 1982, we wrote to you concerning release of final payment on Contract No. 9409 awarded to Ajax Electric Company, Inc., for traffic signal installation on the Pacific Highway West at S. W. 78th Avenue in Tigard, Washington County.

The total contract amount is $28,676.10. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Ajax Electric Company, Inc.
5940 N.E. 45th Avenue
Portland, OR 97218

bc: C. T. Keasey
Walt Hart
E. L. Hardt

MAILED
12-14-82-dc

9409 C

1 W

6-18-82

PROJECT: PACIFIC HWY. WEST AT S.W. 78TH AVE. (TIGARD) SEC.
CONTRACT NO.: 9409

HIGHWAY: PACIFIC WEST
COUNTY: WASHINGTON
PREFIX: 34-1067
F.A. NO.: IX-9-3(9)

NARRATIVE REPORT

THIS CONTRACT WAS IN ESSENCE THE COMPLETION OF THE N. TIGARD TO S.W. BEEF BEND ROAD PROJECT WHICH ORIGINALLY HAD ELIMINATED THE TRAFFIC SIGNALS AT THE S.W. 78TH AVENUE INTERSECTION SIMPLY BECAUSE THERE WAS NO INTERSECTION. IN FACT, EVEN AFTER THE SECOND CONTRACT WAS LET, S.W. 78TH AVE. STILL WAS NOT PAVED AND IT WAS SEVERAL WEEKS BEFORE THE ELECTRICAL CONTRACTOR WAS PERMITTED TO START WORKING. IN CASES LIKE THIS, THE SPECIAL PROVISIONS SHOULD POINT OUT THAT THE SITE WILL NOT BE AVAILABLE FOR SOME TIME AND THAT THE CALENDAR DAY COUNT WILL START UPON THE COMPLETION OF ALL THE WORK WHICH IS TO BE PERFORMED BY OTHERS.

IN A WAY, THE ONLY PROBLEMS ENCOUNTERED WERE IN GETTING STARTED AND IN GATHERING ALL THE STATE FURNISHED MATERIALS AS THE ACTUAL CONSTRUCTION AND TRAFFIC CONTROL STAGES WERE HANDLED VERY SMOOTHLY AND EFFICIENTLY.

PERHAPS SMALL JOBS LIKE THIS COULD BE UNDERTAKEN BY STATE FORCES AND ACTUAL FIELD TRAINING SESSIONS COULD BE COMBINED FOR THE MAINTENANCE WORKERS AS WELL AS FOR THE INSPECTORS.

RECEIVED
JUN 18 1982
ROAD DESIGN SECTION

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: PACIFIC HIGHWAY WEST AT S.W. 78TH AVENUE (TIGARD)
HIGHWAY: PACIFIC WEST (99W)
COUNTY: WASHINGTON

CONTRACT No.: 9409
PREFIX No.: 34-1067
F.A. No.: IX-9-3(9)

ITEM No.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	%(+ OR -)
			SUMMARY		
	BID ITEMS	$	26,551.00	27,172.50	+ 2
	ANTICIPATED ITEMS	$	28,900.00	28,900.00	0
	CONTINGENCIES	$	2,495.30	0	-100
	ENGINEERING	$	5,545.10	5,545.10	0
	TOTAL	$	63,491.40	61,617.60	- 3

INDIVIDUAL OVERRUNS AND UNDERRUNS

ALL SUBSTANTIAL CHANGES WERE EVALUATED AND NONE WERE FOUND TO MEANINGFULLY AFFECT THE TOTAL PROJECT COST.

PROJECT INSPECTION REPORT

Oregon Department of Transportation
HIGHWAY DIVISION

Intermediate ☐
Final ☒

Project Name: Pacific Highway West @ SW 78th Avenue (Tigard)				Contract No.: 9409
Highway: Pacific Highway West			County: Washington	Prefix No.: 34-1067
Contract Time Elapsed: 87 %	Contract Work Completed: 100 %	Contract Work Quality: Good	Contract Work Progress: Good	F.A. Project No.: IX-9-3(9)
Inspection date: May 28, 1982		By: Marion Craft		
In company with: Hank Rodriguez and Tome Lowe				

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

This project takes the place of a signal at 99W and Pfaffle that was deleted under an earlier contract because of some revision work done by the City of Tigard and some developers in the area. The same agreement applies to this intersection as at Pfaffle Street. The project has been done. There was a time completion set up of 90 days with the State furnishing some of the equipment and the contractor has finished the project ahead of schedule.

The intersection, signalheads, etc., have been adjusted and timed by Ron Failmezger, Lee Gunderson, and Floyd Stuk, and they are operating as designed. The project has been completed according to plans and specifications and should be considered as complete and acceptable.

The agreement calls for the City of Tigard to pay for the electrical energy consumed at this signal and the billings are being sent to Tigard. The State is responsible for maintenance of this signal.

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

4/20/82	Date opened to traffic or in operation
4/20/82	Date of Second Notification
None	Date Contractor's notice for semi-final inspection received
4/20/82	Date Contractor removed equipment, plant, etc.
About mid-June	Estimated submittal date of semi-final estimate
4/20/82	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
[illegible]

Signed Marion Craft

Title Region Construction Engineer

SP*70731-734

Form 734-1384 (Rev. 9/78)

9409

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: PACIFIC HWY. WEST AT SW 78TH ST. (TIGARD)		WEEK ENDING: MAY 1, 1982
		SECTION PREFIX: 34-1067
HIGHWAY: PACIFIC WEST (99W)		COUNTY: WASHINGTON
NAME OF JOB: PACIFIC HWY. W. @ SW 78TH (TIGARD)	KIND OF WORK: TRAFFIC SIGNALS	
CONTRACTOR: AJAX ELECTRIC COMPANY, INC.	CONTRACT NUMBER: 9409	FEDERAL AID PROJECT NUMBER: IX-9-3(9)
DATE OF CONTRACT: NOVEMBER 24, 1981	DATE WORK STARTED: MARCH 16, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 78
PROJECT AUTHORIZATION: $ 63,491.40	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 87
EXCLUSIVE OF ENGINEERING: $ 57,946.30	ENGINEERING AUTHORIZATION $ 5,545.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 57,946.30	ENGINEERING COST TO DATE $ 5,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 90 %	DATE PROJECT WAS COMPLETED: APRIL 20, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE NO.~~	TRAFFIC SIGNALS						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	SUNNY, WARM	0	0	
MONDAY 26	SUNNY, WARM	0	0	
TUESDAY 27	CLOUDY, COOL	0	0	
WEDNESDAY 28	CLOUDY, SHOWERS	0	0	
THURSDAY 29	SUNNY, COOL	0	0	
FRIDAY 30	OVERCAST, COOL	0	0	
SATURDAY 1		0	0	

RECEIVED
MAY 04 1982
CONSTRUCTION SECTION

CE K — OM
CAE — LA
FOE — TE
OCS — TC
SCS — FE
EEO — CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 25	No activity all week.
MONDAY 26	
TUESDAY 27	
WEDNESDAY 28	
THURSDAY 29	
FRIDAY 30	
SATURDAY 1	

REMARKS

STATUS TO DATE: PROJECT COMPLETED ON TUESDAY APRIL 20, 1982.

SEMI-FINAL ESTIMATE IS ON THE WAY.

THIS IS THE FINAL WEEKLY REPORT FOR THIS PROJECT.

SIGNED E. Rodriguez LOCATION BEAVERTON

E. RODRIGUEZ

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

Section Pacific Hwy. West @ 5th Ave (Tigard) Programming Estimate $ 72,000 Bm.

Highway Pacific Highway West Project Length —

County Washington Completion Time 90 Cal. days

Kind of Work Traffic Signal Est. Comp. Date 3-10-82

Prefix 34-1039 Letting Date 11-19-81 Project No. IK-9-3(9)

~~134 10.46~~
034 14682

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 33585 ′

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	500	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Materials & Software	25,400	
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)	1750 ′	
"OPTICOM" Testing (Engineering)	1050 ′	
~~Bikeway Signs~~ Cabinet Revisions	200 ′	
	Subtotal	$ 28,900 ′

Adjust Utilities:

	Subtotal	$ 62,485
Contingencies (4-1/2%)		2811 83
Engineering (8, 9, 10%)		6248 50
	Subtotal	$
Credit for		
Estimated Net Authorization, Construction		$ 71,545 33

APPROVED

Road Design Engineer

Rev. 3/81

SUMMARY BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section	County	Sheet of
Pacific Hwy West @ 78th Ave (Tigard)	Washington	1 1
Kind of Work	**Length**	**Date** / **Name**
Traffic Signals	—	Galloway

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1.	Temporary Protection And Direction Of Traffic		Lump Sum	All		1580 -
2.	Temporary Signs		Sq Ft.	180	6 -	1,080 -
3	Flagmen		Hour	30	22 50	675 -
4	Traffic Signal Installation, Complete		Lump Sum	All		29,500 -
5	Fire Preemption System Complete		Lump Sum	All		750 -
					Total	33,585 -

734-1736 (8-81)

9409

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-28-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM: Dale E. Wilken, Division Administrator	4. PROGRAM NO.	1. FEDERAL-AID PROJECT NO. IX-9-3(9)
	5. ITEM NO. 90185	2. STATE PROJECT NO. See below
		2A. COUNTY NAME Washington

6. TO

Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10-28-81	Primary 9	Primary 1W

10. GENERAL LOCATION:

PACIFIC HIGHWAY WEST AT SW. 78th AVE (TIGARD) SECTION

11. GENERAL DESCRIPTION OF WORK

Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* *Perm Pavmt Striping(SF)$500

* State-furn Matl & Software	*
Signal Controller Testing	$ 25,400
OPTICOM Testing	1,750
Cabinet Revisions	1,050
	200

13. REMARKS

After concurrent in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's October 26, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $71,545; Federal Funds $60,813.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
NOV 13 '81
REFER TO Maintenance
FOR
Info | Invest | R/D | D/R | Sig | Act | File

cy w/att
11-13

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10-28-81	[signature]	for Division Administrator

FORM PR-1240 (REV. 12-79) PREVIOUS EDITIONS MAY BE USED

9409

2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

October 22, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Project No. IX-9-3(8)
N. Tigard Interchange-S.W. Beef Bend Rd. Sec.
Washington County

I request your approval of a minor program change on the subject project to reduce the estimated total cost and federal funds, which release will be used to fund the proposed construction on Project No. IX-9-3(9) on which bids are to be received on November 19, 1981.

Approval of this request will involve a decrease of $71,545 in total cost and $60,813 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	Appn Code	%
Present	$1,060,755	$901,637	823	85%
Previous	1,132,300	964,450	823	85%
Difference	$ 71,545	$ 60,813	823	

Enclosed are copies of a revised project agreement estimate and modification of project agreement for the project.

CL:bkc
Attachments

cc: R. Bothman
J. Rose
Judy Smith
G. Zehner
General Files

Form 734-3122

9404

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

September 30, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90185
Project No. IX-9-3(9)
Pacific Hwy. West @ SW 78th Ave. (Tigard) Sec.
Washington County

Original

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on November 19, 1981.

The project concept is based on the January 10, 1978 letter to you from the Governor of Oregon.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

Funds for this project will come from obligation release from Project IX-9-3(8).

JLG:bkc
Attachments

cc: R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
E.L. Hardt (Region 1)
Gary Zehner w/att
General Files

Form 734-3122

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

September 30, 1981

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (18)(20) — PROJECT LOCATION *(45 typewriter spaces)* 21: SR 99W, Intersection SW 78th Ave. (Tigard) 65

ADT — PRESENT: 29,000 — FUTURE: 43,000 (66) — YEAR: 99 (70)(71)(72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28: Traffic Signal 62 — NATL. FOREST (63)(65) — FH ROUTE NO. — SUPV. DIST. — DA CLASIF. — DA AREA (72) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(76) — PROJECT NUMBER: PREFIX LETTER(S) 14: IX- — NUMBER 23: 9-3 7

CARD 4 — CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded — NAME OF URBAN AREA 17-31: Portland — COUNTY NAME: Washington — ROUTE NO. P — FEDERAL-AID: 9 (32) — STATE: 1W (26)(27)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City
	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) 66	(67) 76		
5					PE							
5					ROW							
5					CONST (CODE) TOPICS Y031		"Pacific Hwy. West @ SW 78th Ave. (Tigard) Section"			(I-80N)		
								0.0	70,000	59,500	---	10,5
								0.0	70,000	59,500	---	10,5

ESTIMATED PROJECT COST BY PHASES

CARD 1 — CODE 1 — PREPARED BY: JLG — PROJECT TOTALS

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES: 10-18-78

REMARKS: Additional Data: Project Nos. IX-9-

0341968B

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

September 30, 1981

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
99W, Intersection SW 78th Ave. (Tigard)	ADT	29,000	43,000	99	10	Oregon	41	823	90185

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.
gnal								IX-	9-3	(9)		

Interstate Substitutions General Funded

Portland

COUNTY NAME: Washington — CODE: 067

ROUTE NO. P | FEDERAL-AID: 9 | STATE: 1W | U.S.: ----

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
E								
OW								
ONST (CODE) PICS 7031		"Pacific Hwy. West @ SW 78th Ave. (Tigard) Section"			(I-80N)			ROW-110' normal; Access Control-none; Parking Restrictions-complete.
			0.0	70,000	59,500	---	10,500	
		JLG PROJECT TOTALS	0.0	70,000	59,500	---	10,500	

APPROVAL DATES: 10-18-78

REMARKS: Additional Data: Item Nos. 80110 & 90185; Project Nos. IX-9-3(4) & (8) respectiv[redacted]

USCOMM DUSC[redacted]-DC 40[redacted]

[redacted]C HWY. WEST @ SW 78TH AVE. (TIGARD) SEC.
[redacted] NO. IX-9-3(9)

[redacted]rks-continued

Project Data: The work consists of install a traffic control signal, adjust utilities as required and incidental work common to this type of project.

Note: 1) This project is in Congressional District No. 1.
2) This is a stage construction project. The signal was originally contracted for installation at Pfaffle Street under Project IX-9-3(8); but, was deleted at the request of the City of Tigard as the City was planning on relocating the Pfaffle St. traffic to a new intersection at SW 78th.

TRA 7

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TO: D. H. Moehring
Assistant State Highway Engineer

DATE: September 23, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Project — PFAFFLE ST.
Pacific Hwy. West @ S.W. 78th Ave. (Tigard) Sec.
Pacific Highway West
Washington County

The above traffic signal project should be scheduled for the November 19, 1981 bid opening. It is a FAI-X project and construction cost is estimated at $69,000.00. Would you please have the project placed on the PMS run.

L. E. George
Traffic Engineer

WZ:rw

cc: E. L. Hardt
Jack Sullivan
Robert Judson
Ben Gifford

9-29-81
Jon Rose says another agreement not necessary
G

File
1-W
7:67
10-96

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter, Technical Services Branch
Assistant State Highway Engineer

DATE: August 5, 1981

IX-5-3(8)

FROM: C. T. Keasey, Construction/Materials
Assistant State Highway Engineer

SUBJECT: Traffic Signal Installation
Pacific Hwy. W. @ S.W. 78th

The subject traffic signal installation was originally scheduled to be installed at Pacific Hwy. W. @ Pfaffle St. under Contract No. 9059, North Tigard Interchange-S.W. Beef Bend Road Section, but was deleted by price agreement at the request of the City of Tigard, as they were planning on relocating the Pfaffle St. traffic to a new intersection at S.W. 78th.

This work is underway and the City now wishes to install the signal at the new location. Most of the materials necessary for this installation were purchased under the P.A. on Contract 9059 and held for this new installation.

The original contract is completed and it would not be prudent to try to reopen it for a negotiated contract to install this signal. Instead, I recommend that we work up and let a separate contract as soon as possible. I have discussed this with Bud George and with Don Adams in Metro who says that as near as he can tell there are sufficient funds available from funds programmed for the original project to do this work.

Please have a separate contract prepared for this installation.

CTK:fr

Att.

cc: Ed Hardt
L. E. George
Don Adams

NOTED L. E. GEORGE

NOTED VERNON L. TAP...

NOTED DWAYNE HOFSTETTER

RECEIVED
... 1981

NOTED TRAFFIC ENGINEERING
W. R. ZIPPES

NOTED
I. I. IRWIN

1982 Westport Ferry Slip Sec. on a county road at Westport. (Grad., Paving and Structure) 9410

C4A 7385 11-12-80, 3-27-81

9410

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER **140863**

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
1/8/85		CA 3512

NEW

CODE: CLATSOP

- CLATSOP COUNTY
- COURTHOUSE
- ASTORIA OR 97103

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	325	00			408.99
504-1948	296	00	000		408.99
504-1948	297	00	000		(408.99)

DESCRIPTION	TOTAL PRICE
FINAL BILLING: WESTPORT FERRY SLIP SECTION ~~A~~R3 A737(1) & ~~A~~R5 A737(2)	
BALANCE DUE FROM CLATSOP COUNTY PER ATTACHED ITEMIZED STATEMENT	408.99
R	
110.00 ACCT. FINAL	

734-1150 (7-81)

7410

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 9/4/84

COUNTY: CLATSOP AGREEMENT NO: 7385 PROJECT NO: RS-A737(2)

CONTRACT NO: 9410 SECTION: Wesport Ferry Slip

PRELIMINARY ENGINEERING (Prefix No. 504-1948):

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 4,795.88	$ 50.00
Final Design	1,047.16	
R/W Descriptions	526.71	
Audit Services	9.00	
Location	4.50	
Program Section	137.27	
Specifications (No Cost to County)	1,854.94	
Administrative Services	22.21	
Environmental Section	59.77	
Structural Foundation	1,741.72	
Bridge Design (No Cost to County)	15,715.09	
TOTAL PE COST	$ 25,914.25	$ 50.00
Less Br. Design & Specs (No Cost to County)	(17,570.03)	
	$ 8,344.22	$ 50.00

RIGHT-OF-WAY (Prefix No. 504-2518):

Net Cost of Land Purchased	$ 1,200.00	
Appraisals, Taxes	249.10	
Recording Fees, Title Cost	203.38	
Appraisal Review	170.47	
R/W Office Expense	688.06	
TOTAL R/W COST	$ 2,511.01	$ - 0 -

CONSTRUCTION (Prefix No. 504-1038):

Work Performed by Contractor	$278,103.42	
Interest on Final Payments		$ 41.50
Work Performed by State Forces	1,888.09	
Engineering Expense	16,025.77	95.57
Audit Services	20.63	
Program Section	91.39	
Materials Lab	5,849.93	
Technical Services	5,736.22	
Construction Branch	631.95	
Region Office Charges	429.32	
General Const. Eng. (Accounting)	498.46	
TOTAL CONST. COST	$309,275.18	$ 137.07

SUMMARY:

Participating P.E. Cost	$ 8,344.22
Participating R/W Cost	2,511.01
Participating Const. Cost	309,275.18
TOTAL PARTICIPATING COST	$320,130.41

FEDERAL FUNDS:

P.E. (88.18%)	$ 7,357.93	
R/W (88.18%)	2,214.21	
Const. (88.18%)	272,718.85	(282,290.99)
SUBTOTAL		$ 37,839.42
Less 50% State Share		(18,919.71)
Less 50% Non Participating Const. Eng.		(47.79)
Plus Non Participating County Cost		187.07
Less Advance Deposit #991		(18,650.00)
BALANCE DUE FROM COUNTY		$ 408.99

MKS:pf

504-1038

ORIGINAL 9410

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-17-84

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITOL BUILDING, SALEM, OR 97310

STATE: OREGON	FEDERAL AID PROJECT NO.: RS-A737(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 10/28/81 To: 2/14/84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$309,412.25	$309,275.18	.8818	$272,718.85	$272,718.85	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 7/17/84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Westport Ferry Slip Section County Road Clatsop County					
	Construction Type Code Y007 Ferry Slip (Sta. 23+50 to Sta. 28+00)					
	Final Contract Payment Summary	Lump Sum			$278,103.42	
SFO # 1	Relocate plates, grease fittings, install stiffners (work by Clatsop county)	All Required			1,888.09	
	Total Participating Construction Engineering				$279,991.51	
	Construction Engineering State	All Required			$ 29,263.04	
	Misc. Project Cost Audit Expense	All Required			20.63	
	Total Participating Project Cost				$309,275.18	
	Non Participating Project Cost Interest on Final Payments	All Required			$ 41.50	
	Construction Engineering	All Required			95.57	
	Total Non Participating Project Cost				$ 137.07	
	Total Project Cost				$309,412.25	
	Prepared based on participating cost as shown on the federal billing as of 7-19-84.					

AMOUNT CARRIED FORWARD

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AMT CODE	AMOUNT OF THIS VOUCHER
502-1001	18	RS -A516-002 APPR-075	158,912.29	180,446.66	180,274.86	88.15	158,912.29	158,912.29		
502-1002	18	PHS -0005-101 APPR-140	63,010.26	63,143.86	63,010.26	100.00	63,010.26	63,010.26		
503-1024	1	RRS -A595-001 APPR-139	58,378.00	207.46	207.46	90.00	186.71	186.71		
503-1043	1	RS -A619-002 APPR-075	347,961.00	384,095.56	349,931.87	88.15	308,464.94	308,464.94		
	8	RS -A619-002 APPR-075	1,000.00			88.15				
	9			480,334.72						
503-1043		PREFIX TOTALS	348,961.00	864,430.28	349,931.87		308,464.94	308,464.94		
503-1061	1	RRP -9423-001 APPR-139	125,828.00	32,543.94	32,543.94	90.00	29,289.56	29,289.56		
504-1037	18	RS -A736-001 APPR-075	26,037.26	30,609.81	29,527.40	88.18	26,037.26	26,037.26		
504-1038	18	RS -A737-002 APPR-075	272,718.86	309,412.25	309,276.18	88.18	272,718.86	272,718.86		
505-1004	18	BHS -A752-002 APPR-118	129,287.71	169,266.98	161,609.64	80.00	129,287.71	129,287.71		
505-1006	1	RRP -A747-001 APPR-139	51,772.00	3,606.10	3,606.10	90.00	3,244.59	3,244.59		
505-1007	1	RS -A744-001 APPR-075	150,125.00	109,008.27	109,008.27	88.15	96,090.79	96,090.79		
505-1093	18	RS -A756-001 APPR-075	566,447.09	649,392.93	647,600.67	85.77	565,447.09	565,447.09		
505-1098	18	BRS -A743-001 APPR-118	129,168.82	167,549.54	161,461.02	80.00	129,168.82	129,168.82		
506-1084	1	RS -A426-002 APPR-075	168,935.00	169,278.44	169,278.44	88.15	149,218.94	149,204.43		14.51
506-1091	1	HES -A431-001 APPR-141				90.00				
508-1063	18	RS -A301-003 APPR-075	290,715.26	329,989.82	329,683.90	88.18	290,715.26	290,715.26		
509-1033	1	RS -A345-003 APPR-075	345,375.00	194,303.08	194,266.09	88.15	171,245.56	171,247.97		2.41CR
	9			68,894.76						
509-1033		PREFIX TOTALS	345,375.00	263,197.84	194,266.09		171,245.56	171,247.97		2.41CR
510-1012	1	BRS -A409-003 APPR-118	598,166.00	747,854.73	747,464.56	80.00	597,971.65	597,971.65		
510-1022	1	RS -A409-006 APPR-075	148,489.00	160,349.38	160,343.33	88.15	141,342.65	141,342.65		
510-1024	1	RS -A409-005 APPR-075	314,394.00	332,995.06	333,058.57	88.15	293,591.13	293,591.13		
510-1026	1	RS -A390-001 APPR-075	485,117.00	549,587.62	549,490.29	88.15	484,375.69	484,375.69		
513-1065	18	BRS -8475-001 APPR-114	71,650.16	92,136.81	89,562.70	80.00	71,650.16	71,650.16		

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
BLIND SLOUGH(BARRENOSE RD)	CONT NO 9364 & FA PROJ NOS RS				A736001 100				
	504	1037	201	00 P 1			25,676.00	STATE 82	82
	504	1037	206	00 N 1			22.47	82	82
	504	1037	260	00 N 9	905.70	905.70	27,537.26CR	82	84
	504	1037	296	00 N 9			1,500.00	82	82
	504	1037	297	00 N 9	906.70CR	906.70CR	26,037.26	82	84
	504	1037	298	00 P 1	1,027.10CR	1,027.10CR	1,529.57	81	84
	504	1037	900	00 N 1	1,003.43	1,003.43	1,069.84	81	84
	504	1037	900	00 N 1			15.77	81	82
	504	1037	920	00 P 1			305.50	82	82
	504	1037	940	00 P 1			122.61	82	82
	504	1037	941	00 P 1			213.89	81	82
	504	1037	944	00 P 1			131.72	81	83
	504	1037	945	00 P 1			1,532.24	81	83
	504	1037	946	00 P 1			1,544.40		
			TOT	P1	1,027.10CR	1,027.10CR	29,527.40		
			TOT	N1	1,003.43	1,003.43	1,082.41		
			** JOB TOTALS **		23.67CR**	23.67CR**	30,609.81 **		
WESTPORT FERRY SLIP	CONT NO 9410 & FA PROJ NOS RS				A737002 100				
	504	1038	201	00 P 1			278,103.42	STATE 82	83
	504	1038	206	00 N 1			41.50	83	83
	504	1038	260	00 N 9			1,888.09	84	84
	504	1038	296	00 N 9			289,368.85CR	82	84
	504	1038	297	00 N 9			16,650.00	82	82
	504	1038	298	00 N 9			272,718.85	82	84
	504	1038	900	00 P 1			16,025.77	82	83
	504	1038	900	00 N 1			95.57	82	83
	504	1038	915	00 P 1			20.63	84	84
	504	1038	920	00 P 1			91.39	82	83
	504	1038	921	00 P 1			18.75	82	82
	504	1038	940	00 P 1			5,108.35	82	82
	504	1038	941	00 P 1			278.36	82	84
	504	1038	942	00 P 1			463.22	82	83
	504	1038	944	00 P 1			5,717.47	82	82
	504	1038	945	00 P 1			631.95	82	83
	504	1038	946	00 P 1			429.32	82	83
	504	1038	948	00 P 1			498.46	82	84
			TOT	P1			309,275.18		
			TOT	N1			137.07		
			** JOB TOTALS **		**	**	309,412.25 **		
CLATSKANIE R(CLATSKANIE)B	CONT NO 9507 & FA PROJ NOS BHS				A752002 100				
	505	1004	201	00 P 1			140,238.05	STATE 82	83
	505	1004	206	00 N 1			14.17	83	83
	505	1004	260	00 N 9			37,803.14	82	84
	505	1004	296	00 N 9			167,090.85CR	82	83

cc OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9410

REGION NO.	REPORT NO.	COUNTY	DIVISION
10		Clatsop	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
November 28, 1983	C. T. Keasey, Construction Engineer		RS-A737(2)
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
August 27, 1982	January 5, 1983	87 %	230 CD
APPROVED EXTENSIONS	LOCATION		
45 CD	Westport Ferry Slip Section of FAS Route A737.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
FEB 15 '84
REFER TO
Fredrickson
FOR
Info | Insp | R/E | R | SUP | ACC | FHC
2/15

1. Description of Improvement as Programed:

Besides additional and incidental, the following work was performed:

(1) Construction of roadbed subgrade, ferry channel, aggregate base and asphalt pavement.

(2) Construction of steel ferry loading span, length 82.75 feet, roadway width 14 feet.

2. Contractor's Name: Hannon Bros. Construction

3. Contract Amount: $253,343.50

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

* NOTE: A FINAL INSPECTION OF THE COMPLETED PROJECT WAS MADE BY AREA ENGR KAPPUS ON 9-22-82.

Signature (SHD Official) C. T. Keasey

Title Construction Engr.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
William H. Kappus		Glenn K. Hossner	
TITLE	DATE	TITLE	DATE
Area Engineer*		Field Operations Engineer	2/14/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9410

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 6-56		Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clatsop
MODIFICATION NUMBER 2	6-7-83	Project Number RS-A737(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 21 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 305,284.00	$ 310,000.00
Federal funds	$ 269,199.00	$ 273,358.00
Other revisions		

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of June , 1983 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter
Manager, Program Section
(Title)

XBy For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 4, 1983

Federal-Aid Project No. RS-A737(2)

Westport Ferry Slip Section
County Road
Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y007
Ferry Slip (STa. 23+50 to Sta. 28+00)

Subtotal of previous estimate of October 6, 1982		$ 271,041.61
	Subtotal	$ 271,041.61
	Engineering	38,958.39
	Total	$ 310,000.00
Length of Project		0.0 mi.
Federal Funds		$ 273,358.00
State Funds		18,321.00
County Funds		18,321.00
Total		$ 310,000.00

Group 1 100%
Contract No. 9410
Prefix: 504-1948
Prefix: 504-1038

9410

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 10-87		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clatsop
MODIFICATION NUMBER 1	October 8, 1982	Project Number RS-A737(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 21 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 287,886.00	$ 305,284.00
Federal funds	$ 253,856.00	$ 269,199.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of October , 1982 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon October 6, 1982

Federal-Aid Project
No. RS-A737(2)

Gen File

Wesport Ferry Slip Section
County Road
Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y007
Ferry Slip (Sta. 23+50 to Sta. 28+00)

Subtotal of previous estimate of December 11, 1981			$253,643.50
Additional Items			
Furnish Pile Driving Equipment (P.A. #5)		All Required	$ 8,000.00
Additional Timber Pile & Dolphin (P.A. #5)		All Required	3,000.00
Class 100 Riprap (P.A. #2)	40 Cu.Yd.	26.25	1,050.00
Electric Service Line (E.W.O. #1)		All Required	5,348.11
			$ 17,398.11
		Increase	17,398.11
		SUBTOTAL	$271,041.61
		Engineering	34,242.39
		TOTAL	$305,284.00

Length of Project ---------	0.0 mi.
Federal Funds (88.18%)-----	$269,199.00
State Funds ----------	18,042.50
County Funds ----------	18,042.50
TOTAL	$305,284.00

Group 1 100%
Contract No. 9410
Prefix: 504-1948
Prefix: 504-1038

9410 STATE COPY OMB No. 04-R2089 2.

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 12-256	FEDERAL-AID PROJECT AGREEMENT	Oregon
	12/21/81	County Clatsop
		Project No. RS-A737(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Westport Ferry Slip

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-28-81	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 287,886.00	$ 253,856.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Asst. State Hwy. Engineer
(Title)

XXBy For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator DEC 31 1981

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon December 11, 1981

Federal Aid Project
No. RS-A737(2)

Westport Ferry Slip Section
County Road
Clatsop County

PROJECT AGREEMENT ESTIMATE

Type Code Y007
Ferry Slip (Sta. 23+50 to Sta. 28+00)

Mobilization		All Required	$ 25,000.00
Temporary Protection and Direction of Traffic		All Required	1,500.00
Temporary Signs	105 Sq. Ft.	8.50	892.50
Temporary Barricades	5 Each	90.00	450.00
Flagmen	80 Hr.	15.00	1,200.00
General Excavation	1,516 Cu. Yd.	6.00	9,096.00
1"-0 Aggregate Base	700 Cu. Yd.	20.00	14,000.00
Class "B" or Class "C" Asphalt Concrete	130 Ton	40.00	5,200.00
Guard Rail Type 2A	238 Lin. Ft.	16.00	3,808.00
Guard Rail Anchors, Type 1	1 Each	400.00	400.00
Rail End Pieces, Type B	6 Each	50.00	300.00
Removal Work		All Required	5,000.00
Structure Excavation	30 Cu. Yd.	15.00	450.00
Furnish Pile Driving Equipment		All Required	8,000.00
Furnish 14-inch Prestressed Concrete Piling	532 Lin. Ft.	17.00	9,044.00
Furnish Treated Timber Piling	276 Lin. Ft.	5.50	1,518.00
Drive Prestress Concrete Piles	408 Lin. Ft.	3.00	1,224.00
Drive Timber Piles	90 Lin. Ft.	5.00	450.00
Structural Concrete, Class 3300 (12 CY)		All Required	3,500.00
Reinforcement (1,600 lbs.)		All Required	800.00
Structural Steel (66,000 lbs.)		All Required	69,000.00
Steel Grid Decking	1,572 Sq. Ft.	26.00	40,872.00
Flotation Units		All Required	43,000.00
Metal Rail	163 Lin. Ft.	53.00	8,639.00
			$253,343.50

Anticipated Items

Temporary Erosion Control	All Required	$ 100.00
Revise Existing Dolphins and Lights	All Required	200.00
		$ 300.00
	SUBTOTAL	$253,643.50
	Engineering	34,242.50
	TOTAL	$287,886.00

Length of Project ---------- 0.0 miles

Federal Funds (88.18%)---------	$253,856.00
State Funds ----------	17,015.00
County Funds ----------	17,015.00
TOTAL	$287,886.00

Group 1	100%	
Contract No.	9410	
Prefix:	504-1948	(PE)
	504-1038	(Const.)

9410

January 27, 1983

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9410

Gentlemen or Ladies:

On January 10, 1983, we wrote to you concerning release of final payment on Contract No. 9410 awarded to Hannan Bros. Construction, Inc., for work on the Westport Ferry Slip in Clatsop County.

Final payment on this contract is $1,000 and the total contract amount is $278,103.42, including $5,348.11 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Hannan Bros. Construction, Inc.
P. O. Box 66160
Portland, OR 97266

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE END
	503 1096	948	00	P	1			6.29	81	81
		TOT		P	1			1,301.81		
		TOT		N	1			25.14		
		** JOB TOTALS **				**	**	1,326.95 **		
BLIND SLOUGH(CARENDSE RD)	CONT NO 9364 = FA PROJ NOS RS A736001 100								STATE	
	504 1037	201	00	P	1			25,676.00	82	82
	504 1037	206	00	N	1			22.47	82	82
	504 1037	296	00	N	9		661.08CR	27,446.84CR	82	82
	504 1037	297	00	N	9			1,500.00	82	82
	504 1037	298	00	N	9		661.08	25,946.84	82	82
	504 1037	900	00	P	1		131.43	1,863.87	81	82
	504 1037	900	00	N	1			53.51	81	82
	504 1037	920	00	P	1			15.77	81	82
	504 1037	940	00	P	1			305.50	82	82
	504 1037	941	00	P	1			122.61	82	82
	504 1037	944	00	P	1			213.99	81	82
	504 1037	945	00	P	1			116.07	81	82
	504 1037	946	00	P	1		642.28	1,111.05	81	82
		TOT		P	1		773.71	29,424.86		
		TOT		N	1			78.98		
		** JOB TOTALS **				**	773.71 **	29,503.84 **		
								272,640		
WESTPORT FERRY SLIP	CONT NO 9410 FA PROJ NOS RS A737002 100								STATE	
	504 1038	201	00	P	1	67.00	25,584.66	278,103.42	82	83
	504 1038	204	00	P	1	2,000.00	5,000.00	1,000.00CR	82	83
	504 1038	296	00	N	9	2,675.73CR	33,777.91CR	284,967.14CR	82	83
	504 1038	297	00	N	9			16,650.00	82	82
	504 1038	298	00	N	9	2,675.73	33,777.91	266,317.14 ✓	82	83
	504 1038	900	00	P	1		3,531.34	14,96[illegible].00	82	82
	504 1038	900	00	N	1		25.85	92.68	82	82
	504 1038	920	00	P	1		18.17	73.24	82	82
	504 1038	921	00	P	1			18.75	82	82
	504 1038	940	00	P	1		341.50	5,108.35	82	82
	504 1038	941	00	P	1		8.58	272.39	82	82
	504 1038	942	00	P	1			463.22	82	82
	504 1038	944	00	P	1	612.30	1,466.13	5,438.70	82	83
	504 1038	945	00	P	1	21.31	499.15	568.39	82	83
	504 1038	946	00	P	1		168.54	429.54	82	82
	504 1038	948	00	P	1		7.72	480.97	82	82
		TOT		P	1	2,700.61	36,625.79	304,917.05		
		TOT		N	1		25.85	92.68		
		** JOB TOTALS **				2,700.61 **	36,651.64 **	305,009.73 **		
CLATSKANIE R(CLATSKANIE)B	CONT NO 9507 FA PROJ NOS BHS A752002 100								STATE	
	505 1004	201	00	P	1		13,165.00	133,165.00	82	82

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	503 2523	412	00	P	1			213.53	
	503 2523	414	00	P	1			267.84	
	503 2523	414	02	P	1			13.91	
	503 2523	426	00	P	1			4,443.34	
	503 2523	426	00	N	1			1,052.72	
	503 2523	430	00	P	1			30.77	
	503 2523	920	00	P	1			78.06	
	503 2523	930	00	P	1			259.04	
		TOT		P	1			20,621.05	
		TOT		N	1			1,052.72	
		** JOB TOTALS **				**	**	21,673.77	**
WESTPORT FERRY SLIP SECTION	CONT NO	* FA PROJ NOS RS A737001 100							STATE
	504 2518	296	00	N	9			2,214.21CR	
	504 2518	298	00	N	9			2,214.21	
	504 2518	401	00	P	1			1,200.00	
	504 2518	407	00	P	1			249.10	
	504 2518	412	00	P	1			203.38	
	504 2518	430	00	P	1			170.47	
	504 2518	930	00	P	1			688.06	
		TOT		P	1			2,511.01	
		** JOB TOTALS **				**	**	2,511.01	**
S BANK CHETCO R RD XING	CONT NO	* FA PROJ NOS RS A301002 100							STATE
	508 2505	296	00	N	9			29,162.93CR	
	508 2505	298	00	N	9			29,162.93	
	508 2505	401	00	P	1			26,500.00	
	508 2505	407	00	P	1			1,928.78	
	508 2505	412	00	P	1			228.09	
	508 2505	413	00	P	1			200.39	
	508 2505	414	00	P	1			1,337.69	
	508 2505	920	00	P	1			32.20	
	508 2505	930	00	P	1			2,844.90	
		TOT		P	1			33,072.05	
		** JOB TOTALS **				**	**	33,072.05	**
NEAL CK. ENGLISH CORNR BR	CONT NO	* FA PROJ NOS RS B428001 100							STATE
	514 2509	296	00	N	9			9,042.83CR	
	514 2509	297	00	N	9			1,511.80	
	514 2509	298	00	N	9			7,531.03	
	514 2509	401	00	P	1			2,960.00	
	514 2509	403	00	P	1			860.00	
	514 2509	407	00	P	1			2,054.96	
	514 2509	408	00	P	1			220.00	
	514 2509	409	00	P	1			62.04	
	514 2509	411	00	P	1			52.56	

7110

FAS 737

ROAD DESIGN SECTION 378-6558 DES 16

C. O. Fredrickson
Region II Engineer, SALEM

October 18, 1982

W. H. Wakerlig
Right of Way Descriptions Supervisor

Westport Ferry Slip Section
FAS 737
Clatsop County

Peterson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 29 1982
ROAD DESIGN SECTION

Do it
Return
Bring file
Action

We are forwarding herewith reproducible maps 1R-4-766 and 8B-9-8 covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment
1. Roll of Maps
1 Pkg Coordinates

1115

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

11/19/84 CANCELLED

SEE INSTRUCTIONS ON REVERSE

KEY ID#

REGION 2

SECTION Westport Ferry Slip

County Road FAS A-737

SURVEY AUTHORITY

AUTHORIZATION NO. 2 | PREFIX 504-1948 | DATE 10-11-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,800	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
906 FINAL DESIGN		1,050	920 PROGRAM MANAGEMENT		150	937 HYDRAULICS		
906 BRIDGE D. SIGN		15,500 0	921 SPECIFICA-TIONS		1,850	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		550	923 ENVIRONMENTAL SECTION		50	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		50
912 LANDSCAPE			926 FOUNDATION		1,750	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		15,700 200			
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$25,950	$ 25,950
						PREVIOUS AUTHORIZATION		$ 21,300
						ADD. AUTH. REQUIRED		$ 4,650

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER RS-A737(1) 6-21-82

LOCATION ENGINEER'S REMARKS

Balanced out.

PREPARED BY Phillip V. Lewellyn	DATE 10-11-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X [signature]	DATE 10/18/82
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X [signature]	DATE 10-15-82
RECOMMENDED, LOCATION ENGINEER X Frank E. Perkins	DATE 10/14/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-17-80	

734-1914 (7-82)

9410

CON

DATE: October 8, 1982

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Westport Ferry Slip Project
FAS-A737 (County Road), Clatsop County
Contract No. 9410

This county road project is substantially completed and it is apparent that the final cost will exceed the project authorization by $20,300 or 7.0%.

Placement of an additional dolphin at a cost of $11,000, together with addition and alteration to the ferry slip ramp at a cost of $9,000, made up the bulk of the overrun amount. This additional work was done on recommendation from County Engineers from Clatsop County, Oregon and Wahkiahum County, Washington, both of whom are involved in operation of the ferry.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $20,300.00 to a new total of $308,185.38. This matter will be on the consent calendar for the October 19 meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

9410

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318 FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: October 4, 1982

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Westport Ferry Slip Project
FAS-A737 (County Road), Clatsop County
Contract No. 9410

This county road project is substantially completed and it is apparent that the final cost will exceed the project authorization by $20,300 or 7.0%.

Placement of an additional dolphin at a cost of $11,000, together with addition and alteration to the ferry slip ramp at a cost of $9,000, made up the bulk of the overrun amount. This additional work was done on recommendation from County Engineers from Clatsop County, Oregon and Wahkiahum County, Washington, both of whom are involved in operation of the ferry.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $20,300.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
Chet Anderson
R. D. Church
D. E. Swan

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 7 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

Contains Recycled Materials

9410

FORM 81.734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: WESTPORT FERRY SLIP		WEEK ENDING: October 2, 1982
		SECTION PREFIX: 504-1038
HIGHWAY: FAS A737		COUNTY: CLATSOP
NAME OF JOB: WESTPORT FERRY SLIP	KIND OF WORK: GRADING, PAVING & STRUCTURE	
CONTRACTOR: HANNAN BROTHERS CONSTRUCTION, INC.	CONTRACT NUMBER: 9410	FEDERAL AID PROJECT NUMBER: RS-A737(2)
DATE OF CONTRACT: DECEMBER 7, 1981	DATE WORK STARTED: FEBRUARY 22, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 265	CALENDAR DAYS USED: 230
PROJECT AUTHORIZATION: $287,885.38	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 87
EXCLUSIVE OF ENGINEERING: $265,057.46	ENGINEERING AUTHORIZATION: $22,827.92	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $278,036.42	ENGINEERING COST TO DATE: $25,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 105
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 7 %	PERCENT OF AUTHORIZATION: 113 %	DATE PROJECT WAS COMPLETED: AUGUST 27, 1982

SEMIFINAL SUBMITTED.....SEPTEMBER 9, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.06	0.06			0.06
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1516 CY	700 CY			130 TON
TOTAL QUANTITIES CORRECTED TO DATE	1475 CY	750 CY			141 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1475 CY	750 CY			141 TON
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16545							
PERCENT	100							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	26	mostly sunny	230		THIRD NOTIFICATION ISSUED 10/1/82.
MONDAY	27	cloudy	"		This is the last weekly report for this project.
TUESDAY	28	mostly cloudy	"		
WEDNESDAY	29	sunny	"		
THURSDAY	30	sunny	"		
FRIDAY	1	sunny	"		
SATURDAY	2		"		

RECEIVED
OCT 4 1982
CONSTRUCTION SECTION

CE ___ OM ___
CAE ___ CA ___
FOE ___ LS ___
QCS ___ TC ___
SCS ___ FE ___
EEO ___ CP ___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 26	No work activity.
MONDAY 27	"
28 TUESDAY	"
29 WEDNESDAY	"
30 THURSDAY	"
1 FRIDAY	"
SATURDAY 2	"

REMARKS

All contract work is complete.
Final inspection held on 9/22/82.
Second Notification issued effective 8/27/82.
Third Notification issued effective 10/1/82.
Semifinal data was submitted on 9/9/82.

THIS IS THE LAST WEEKLY REPORT FOR THIS PROJECT.

SIGNED C Anderson LOCATION Astoria

Chet Anderson
Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9410

FAS A737

NARRATIVE REPORT

Westport Ferry Slip Project
FAS A737 (County Road)
Clatsop County
Contract No. 9410

Merstoog
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 21 1982
ROAD DESIGN SECTION

Do Not List
Return To
Bring to
Action

The Westport Ferry Slip project consisted of replacing an existing, narrow, wood truss structure with a 14 feet wide steel structure. Construction began on February 22, 1982 by the contractor Hannan Brothers Construction Company, Inc. of Portland, Oregon. The new structure was put into operation on April 16, 1982 with all work completed by August 27, 1982.

STRUCTURE

Construction sequence of the new ferry slip was as follwos: 1) Construct bent no. 1, including pile driving and left wingwall, 2) Remove existing structure, 3) Perform channel excavation and remove excess timber pile, 4) Place new structure into position, 5) Drive guide pile and dolphins, and 6) Complete right wingwall and install railing. Traffic was maintained for steps 1 and 6 and was stopped for a period of 4 days for steps 2 thru 5.

In order for the contractor to accomplish the field erection of the ferry slip during the 4 day closure period, the contractor elected to assemble the new ferry slip structure at the fabrication plant, barge the slip down the Columbia River, and set the slip into position using a barge mounted crane.

The actual field assembly of the structure was accomplished with no problems however, some design problems became apparent when the new ferry slip was put into operation:

1) Because of a slightly different alignment of the new structure compaired with the old structure, the use of the existing piling along with the additional two new pile dolphins were not enough to allow proper docking of the ferry with the slip. A price agreement was written to drive an additional dolphin just to the right of the slip. This new dolphin created a docking alignment equal to or better than the docking alignment of the old slip.

2) A severe drop at the end of the steel apron caused a large percent of vehicles to drag bottom when traveling on and off the ferry. Plans were drawn up and a price agreement was written to construct a longer, less severe tapered end section to be installed over the original end section. This extension now allows vehicles a smoother transition on and off the ferry with a less likelyhood of "bottoming out".

   Also, no means were included in the original plans to limit the up and down travel of the hinged apron. If the apron went too far beyond its equilibrium point, it was almost impossible to get the apron back to the equilibrium point. A price agreement was set up to install a stop device. The stops installed now limit the up and down movement of the apron, however, because of the extream flexibility of the apron and the friction created at the hinges, it is still difficult to bring the apron back to its equilibrium point when it is resting against the stops.

Recorded
Drawn Traced Checked
BY FINAL DESIGN ENGINEER

GRADING AND PAVING

Since the new structure was on a somewhat different alignment and slightly higher than the old structure, a new approach was built to allow a smooth transition from the old pavement to the new structure.

This involved removing 330 lineal feet of existing AC pavement, excavating and backfilling with 14 inches of granular base rock, and surfacing with 2 inches of asphalt concrete mix. The subcontractor, St. Helen's Paving, accomplished the grading and paving work with a minimum amount of problems and provided a good, smooth final surface.

TRAFFIC CONTROL

Traffic was maintained throughout the progress of the project except for a period of 4 days, when the contractor was required to close the ferry operation for the removal and replacement of the slip.

The traffic control devices, including signs and barricades, set up for this project were adaquate, however, no flagmen were necessary because of the low velume of traffic and because traffic needed to stop and wait for the ferry anyway.

A temporary detour over the new end bent construction was needed to allow traffic access to the ferry slip. This was required because the center line of the new structure was shifted 6 feet to the left and 1 foot higher than the old structure. The contractor built the detour using gravel approaches on both sides of the new bent construction, bridging the opening with 3/4inch by 11 feet steel plates. Since traffic was only using the ferry slip once every hour, the contractor was able to remove and replace the steel plates every hour causing no delays to the ferry operation and only minor delays for his own work force.

Although there were a few design problems on this project, the contractor did a very good job in the performance of this contract.

STATEMENT OF OVERRUNS AND UNDERRUNS

Project Name		Contract No.
Westport Ferry Slip		9410
Highway	**County**	**Prefix**
FAS-A737	Clatsop	504-103
Contractor		**F.A. Project No.**
Hannan Brothers Construction, Inc.		RS-A737(2)

Item		Unit	Original	Semifinal	±%
			SUMMARY		
	Bid Items	$	253,343.50	251,776.64	-1
	Anticipated Items	$	300.00	200.00	-33
	Contingencies	$	11,413.96	26,498.11	+132
	Engineering	$	22,827.92	30,000.00*	+31
	Credits	$	0	-438.33	—
	Total		287,885.38	308,036.42	+7**

*Estimated

**Request for Increase in Authorization sent in on 8/5/82.

All substantial changes were evaluated and only those listed b low meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

30501	Furnish Pile Driving Equipment	$	0	8,000.00	+100%
30502	Additional Timber Pile	$	0	3,000.00	+100%

Wahkiakum County Engineer requested additional piling and dolphin to make the operation if the docking and positioning of the ferry at the new ramp equal to that of the old ramp.

30601	Modification of Ramp	$	0	9,000.00	+100%

This modification was needed to correct problems of vehicles dragging bottom on the new existing steep sloped end of the ferry ramp apron and to limit the downward movement of the ramp apron to prevent the apron from hitting the floats.

801	Electrical Work	$	200.00	5,348.11	

Wahkiakum County Engineer requested a power outlet be installed on the end of the ramp. It was discussed and agreed at the pre-job meeting that this work will be an extension of the already provided extra work for the replacement of the guide lights.

	Engineering	$	22,827.92	30,000.00*	+31

Due to the above price agreements and extra work order more engineering was needed than originally estimated.

RECEIVED
SEP 2 1982
ROAD DESIGN SECTION

CON

August 17, 1982

Hannan Bros. Construction, Inc.
P. O. Box 66160
Portland, OR 97266

Time Extension Request
Westport Ferry Slip
Contract No. 9410
FAP No. RS-A737(2)

Your request for additional contract time in which to complete the above project has been reviewed. A contract time extension of 45 calendar days is granted due to the performance of extra work on the project.

The revised completion time for this contract is 265 calendar days.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
Chet Anderson w/att.
FHWA w/att.
Bob Church

504-1038

STATE OF OREGON
HIGHWAY DIVISION - REGION 2

INTEROFFICE MEMO
378-2626

TO: C. T. Keasey
CONSTRUCTION ENGINEER

DATE: August 9, 1982

FROM: Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Westport Ferry Slip Project
Clatsop County FAS A-737
Contract 9410

CE CAE FOE OCS SCS EEO — RECEIVED — AUG 10 1982 — CONSTRUCTION SECTION — OM CA LS TC FE CP

Hannan Bros. Construction, Inc., by the attached request asks for a 45 calendar day (cd) extension to be added to the originally authorized 220 cd, making a new total of 265 cd. The attached form E-320, which includes the consent of their surety, documents their request.

Project Manager Chet Anderson, in his attached August 3 transmittal letter, very thoroughly explains that the original contract has been completed, together with the additional pile dolphin work. This leaves only the steel extension to the ramp apron and other miscellaneous steel work associated with it. He anticipates that the remaining time on the project and the time that it might take for the contractor to perform this additional work, that only 35 additional cd should be granted.

Since the original contract was completed within the specified time and since we are simply granting an extension for additional work that has yet to be performed and cannot be performed until an outside fabrication shop has completed shop drawings, had these drawings reviewed, fabricated the revised materials, and then have these materials installed on the project, we should grant adequate time to make certain that another extension is unnecessary. Therefore, I recommend granting the entire 45 cd requested by Hannan Bros. Construction, Inc. If you agree, please take the appropriate actions.

GW/rgb

attch.
cc: Chet Anderson

8-13-82

W.E.S.

I concur with Region and recommend a time extension of 45 C.D. due to the performance of extra work.

OMJ

81-125-1387

6-21-82

9410

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: RS-A737(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10059

2A. COUNTY NAME: Clatsop

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/21/82

8. FEDERAL ROUTE NUMBER: Secondary A737

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Westport Ferry Slip Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 6/8/82 I approve the revised Preliminary Engineering Costs to a TEC of $25,950 Federal Funds $22,872.

(Increase TEC $4,650 Federal Funds $4,098)

RECEIVED
STATE HWY ENGR
JUN 23 '82
REFER TO
FOR
Info | Inves | R/D | D-R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/21/82	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

MEMORANDUM 7410 6-15-82

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
PROGRAM APPROVED Oregon	VOUCHER PERIOD (1) From: 11/17/80 To: 10/27/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$26,047.70	$25,885.25	88.18%	$22,825.61	$22,825.61	$ 0.00
2,511.01	2,511.01	88.18%	2,214.21	2,214.21	0.00
$28,558.71	$28,396.26	88.18%	$25,039.82	$25,039.82	$ 0.00

RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		6/15/82

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Westport Ferry Slip Section **County Road in Clatsop County**					
	Preliminary Engineering Type Code P.E. State	All Required			$25,885.25	
	Type Code ROW Right of Way (Sta. 20+00 To Sta. 27+00) Right of Way	All Required			1,200.00	
	Acquisition Expense State	All Required			1,311.01	
	Total Participating Project Cost				$28,396.26	
	Nonparticipating Project Cost State (P.E.)	All Required			162.45	
	Total Project Cost				$28,558.71	
	Participating costs are for Rightsof Way actually incorporated in the final project and allocosts have been previously certified by the Right of Way Engineer.					
	Prepared based on Participating Costs as shown on Federal Billing as of 6/17/82.					
	AMOUNT CARRIED FORWARD					

B02 OREGON STATE HIGHWAY DEPARTMENT 06/30/82

075 FHWA BILLING VOUCHER PAGE 69

PREFIX GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
536-1955 1 RS	-A696-001	27,899.00	47,825.27	47,768.42	85.80	40,985.30	27,899.00	13,086.30 B	
536-2511 1 RS	-A696-001	21,156.00	27,449.71	27,338.58	85.80	23,456.50	21,156.00	2,300.50 B	
PROJ TOTALS		540,941.00	632,660.78	631,603.39		554,993.37	539,601.88	15,386.80	4.69
536-1080 1# RS	-A698-001	311,897.90	357,935.65	353,705.94	88.18	311,897.90	311,897.90		
536-1957 1# RS	-A698-001	32,212.73	38,417.03	37,543.97	85.80	32,212.73	32,212.73		
536-2512 1# RS	-A698-001	16,274.38	18,967.81	18,967.81	85.80	16,274.38	16,274.38		
PROJ TOTALS		360,385.01	415,320.49	410,217.72		360,385.01	360,385.01		
529-1006 1 RS	-A727-002	439,153.00	496,088.34	495,505.22	88.15	436,787.85	436,791.37		3.52CR
504-1037 1 RS	-A736-001	30,035.00	28,730.13	28,651.15	88.18	25,264.58	25,285.76		21.18CR
504-1948 1* RS	-A737-001	22,825.61	25,964.25	25,885.25	88.18	22,825.61	22,825.61 X		
504-2518 1* RS	-A737-001	2,214.21	2,511.01	2,511.01	88.18	2,214.21	2,214.21 X		
PROJ TOTALS		25,039.82	28,475.26	28,396.26		25,039.82	25,039.82		
504-1038 1 RS	-A737-002	253,856.00	268,358.09	268,291.26	88.18	236,579.23	235,573.97 X		1,005.26
505-1093 1 RS	-A756-001	551,588.00	644,486.59	642,583.74	85.77	551,144.07	551,172.57		28.50CR
505-1934 1 RS	-A756-001	30,190.00	33,300.72	33,300.72	85.77	28,562.03	28,562.03		28.50CR
PROJ TOTALS		581,778.00	677,787.31	675,884.46		579,706.10	579,734.60		
103-1903 1# RS	-A882-001	63,043.38	73,874.46	73,477.13	85.80	63,043.38	63,043.38		
503-2523 1# RS	-A882-001	17,692.86	21,673.77	20,621.05	85.80	17,692.86	17,692.86		
PROJ TOTALS		80,736.24	95,548.23	94,098.18		80,736.24	80,736.24		
103-1010 1 RS	-A882-002	956,628.00	1086,678.39	1084,324.86	88.15	955,832.36	955,840.50		8.14CR
>518-1002 1 RS	-B303-002	296,113.00	322,196.08	322,167.70	88.15	283,990.83	284,080.62		89.79CR
519-1057 1# RS	-B316-002	280,852.19	318,572.31	318,498.74	88.18	280,852.19	280,852.19		
518-1920 1 RS	-B319-001	300,300.00	234,984.73	231,951.99	85.80	199,014.81	199,167.03		152.22CR
519-1059 1# RS	-B329-002	155,669.31	176,678.71	176,535.85	88.18	155,669.31	155,669.31		
509-1910 1 RS	-B345-002	47,953.00	35,191.59	35,577.84	88.15	31,361.87	30,444.97		916.90
509-1990 1 RS	-B349-001	15,860.00	1,652.13	1,652.13	85.77	1,417.03	1,417.03		
507-1046 1# RS	-B378-002	577,149.80	654,577.35	654,513.27	88.18	577,149.80	577,149.80		
516-1051 1 RS	-B400-001	289,034.00	268,779.67	268,579.20	88.15	236,752.56	236,851.08		98.52CR
516-1976 1 RS	-B400-001	55,358.00	53,576.33	53,576.33	88.15	47,227.53	47,003.18		224.35
PROJ TOTALS		344,392.00	322,356.00	322,155.53		283,980.09	283,854.26		125.83

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	503	2523	407	00 P 1			2,475.00
	503	2523	409	00 P 1			338.96
	503	2523	411	00 P 1			.60
	503	2523	412	00 P 1		55.49	213.53
	503	2523	414	00 P 1			267.84
	503	2523	414	02 P 1			13.91
	503	2523	426	00 P 1			4,443.34
	503	2523	426	00 N 1			1,052.72
	503	2523	430	00 P 1			30.77
	503	2523	920	00 P 1		49.35	78.06
	503	2523	930	00 P 1		10.15	259.04
			TOT	P1		114.99	20,621.05
			TOT	N1			1,052.72
			** JOB TOTALS **		**	114.99 **	21,673.77 **
WESTPORT FERRY SLIP SECTION	CONT NO		* FA PROJ NOS RS		737001 100		STATE
	504	2518	296	00 N 9	892.21CR	2,214.21CR	2,214.21CR
	504	2518	298	00 N 9	892.21	2,214.21	2,214.21
	504	2518	401	00 P 1		1,200.00	1,200.00
	504	2518	407	00 P 1		249.10	249.10
	504	2518	412	00 P 1		203.38	203.38
	504	2518	430	00 P 1		170.47	170.47
	504	2518	930	00 P 1		688.06	688.06
			TOT	P1		2,511.01	2,511.01
			** JOB TOTALS **		**	2,511.01 **	2,511.01 **
S BANK CHEYCO R RD XING	CONT NO		* FA PROJ NOS RS		301002 100		STATE
	508	2505	296	00 N 9	29,162.93CR	29,162.93CR	29,162.93CR
	508	2505	298	00 N 9	29,162.93	29,162.93	29,162.93
	508	2505	401	00 P 1		26,500.00	26,500.00
	508	2505	407	00 P 1		28.85	1,928.78
	508	2505	412	00 P 1		152.63	228.09
	508	2505	413	00 P 1		200.39	200.39
	508	2505	414	00 P 1		278.36	1,337.69
	508	2505	920	00 P 1		15.72	32.20
	508	2505	930	00 P 1		299.38	2,844.90
			TOT	P1		27,475.33	33,072.05
			** JOB TOTALS **		**	27,475.33 **	33,072.05 **
NEAL CK, ENGLISH CORNR BR	CONT NO		* FA PROJ NOS RS		428001 100		STATE
	514	2509	296	00 N 9	1,511.80CR	1,511.80CR	9,042.83CR
	514	2509	297	00 N 9	1,511.80	1,511.80	1,511.80
	514	2509	298	00 N 9			7,531.03
	514	2509	401	00 P 1			2,960.00
	514	2509	403	00 P 1			860.00
	514	2509	407	00 P 1			2,054.96

TOTAL TO DATE JOB COST SUMMARY — JUNE 1982 — PAGE 756

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	503	1995	298	00 N 9			10,430.53
	503	1995	901	00 P 1			46.24
	503	1995	903	00 P 1			8,506.63
	503	1995	905	00 P 1			227.70
	503	1995	905	00 N 1			3.10
	503	1995	911	00 P 1			2,651.34
	503	1995	911	00 N 1			8.04
	503	1995	914	00 P 1			10.80
	503	1995	915	00 P 1			69.50
	503	1995	920	00 P 1			28.90
	503	1995	921	00 P 1			615.68
			TOT	P1			12,156.79
			TOT	N1			11.14
			** JOB TOTALS **		**	**	12,167.93 **
FERRY SLIP REPL(WESTPORT)	CONT NO 0000		FA PROJ NOS RS 737001 100				STATE
	504	1948	296	00 N 9	4,051.61CR	12,057.64CR	22,825.61CR
	504	1948	298	00 N 9	4,051.61	12,057.64	22,825.61
	504	1948	901	00 P 1		324.47	4,724.97
	504	1948	901	00 N 1	83.45CR	50.00	50.00
	504	1948	901	02 P 1			70.91
	504	1948	905	00 P 1		483.20	1,047.16
	504	1948	906	00 P 1		9,860.81	15,492.20
	504	1948	909	00 P 1		526.71	526.71
	504	1948	914	00 P 1		9.00	9.00
	504	1948	918	00 P 1			4.50
	504	1948	920	00 P 1		122.33	137.27
	504	1948	921	00 P 1		1,854.94	1,854.94
	504	1948	922	00 P 1		22.21	22.21
	504	1948	923	00 P 1		59.77	59.77
	504	1948	926	00 P 1			1,741.72
	504	1948	927	00 P 1		28.45	193.89
	504	1948	960	00 N 1		29.00	29.00
			TOT	P1		13,291.89	25,885.25
			TOT	N1	83.45CR	79.00	79.00
			** JOB TOTALS **		83.45CR**	13,370.89 **	25,964.25 **
CLASKANIE R(NEHALEM ST) BR	CONT NO		FA PROJ NOS BRS 752001 100				STATE
	505	1901	295	00 N 9	317.46	2,591.82	2,591.82
	505	1901	296	00 N 9	514.74CR	10,792.38CR	10,792.38CR
	505	1901	298	00 N 9	197.28	8,200.56	8,200.56
	505	1901	901	00 P 1	336.40	600.69	600.69
	505	1901	904	00 P 1	9,100.00	18,600.00	18,600.00
	505	1901	905	00 P 1	66.97	66.97	66.97
	505	1901	911	00 P 1	3.40CR	78.88	78.88
	505	1901	920	00 P 1	331.28	348.52	348.52
	505	1901	921	00 P 1	617.64	640.32	640.32

504-1038

STATE OF OREGON

INTER OFFICE MEMO

TO: Ron Kelm
RISK MANAGEMENT

DATE: May 10, 1982

ORIGINAL SIGNED BY
GERALD W. WIMER

FROM: Gerald W. Wimer, P.E.
REGION II CONSTRUCTION ENGINEER

SUBJECT: Damage Claim
Westport Ferry Slip
Clatsop County FAS A737
Contract 9410

A. W. Allen, according to the attached undated letter and attached invoices, sustained $37 of damages while driving through the subject project. This damage is discussed in Wahkiakum County Engineer Paul A. Giaver's attached April 30 letter and our Project Manager Chet Anderson's attached May 4 letter.

Our contract with Hannan Brothers Construction, Inc., includes a specification wherein they hold us harmless from damages. However, this damage was due to a design error and not the contractor's responsibility. Hence, the recommendation of this office that the claim be paid and charged against the project which we are doing for Clatsop County, utilizing a large percentage, roughly 88 percent, of Federal funds.

We have not responded to A. W. Allen. Please do so, and keep us informed. If we can be of any further assistance, please let us know.

GWW/cal

Attachment

cc: Jack Solis
Chet Anderson
Hal Reynoldson

STATE OF OREGON

INTER OFFICE MEMO

TO: Gerald Wimer
Region 2 Construction Engineer

DATE: May 4, 1982

FROM: C. Anderson
Chet Anderson
Project Manager

REGION 2 ENGINEER
RECEIVED
MAY 0 6 1982
RLE RBE RE RCE RME RTE ROE DLE GEO PSO ENV

SUBJECT: Claim for Damage to Vehicle
Westport Ferry Slip Project
FAS A737
Clatsop County
Contract No. 9410

On the Westport Ferry Slip project the beveled end of the apron on the new ferry slip structure is rather abrupt. Immediately after the new ferry slip was put in use it ~~was put in use it~~ was discovered the underside of vehicles with already low clearance would drag on the apron as these vehicles drive on or off the ferry.

The new ferry slip structure was put in use on April 16, 1982. A temporary "fix" of the clearance problem was provided on April 22, 1982 which should cut down on further occurance of damage to vehicles due to their dragging at the beveled end of the apron until a permenant and more positive "fix" of this clearance problem is incorporated on the ferry slip.

Enclosed is an invoice and letter from a vehicle owner indicating his vehicle was damaged when using the new ferry slip and asking to be reimbursed for the cost of repqiring the damage. The occurance of damages to the subject vehicle is verified by a letter from the Wahkiakum County Engineer, (letter enclosed).

The damage to the subject vehicle resulted from a feature that was designed into the bridge. The ferry slip structure is owned by Clatsop County but the design and construction of the structure was provided by the State Highway Division for the County per a State-County agreement. The new ferry slip project is funded with Federal (FAS), County, and State Money.

Request the enclosed claim be reviewed and appropiate response be provided.

CA/kal

cc: Randy Trovillian, Clatsop County Roadmaster
Paul Gaiver, Wahkiakum County Engineer
file

Contains Recycled Materials
81-125-1387

Office of County Engineer

Wahkiakum County
CATHLAMET, WASHINGTON 98612

April 30, 1982

Oregon State Department of Transportation
705 W. Marine Drive
Astoria, Oregon 97103

Attn: Mr. C. Anderson, Resident Engineer

Dear Sir:

Please, find enclosed a claim for damages in the amount of $37.00.

I happened to be on the ferry when the accident occured. Due to the lack of taper at the end of the slip, the muffler and tailpipe were torn loose.

Sincerly yours,

Paul A. Giaver, P.E.
Wahkiakum County Engineer

PAG/gg

OFFICE OF COUNTY ENGINEER
Wahkiakum County
POST OFFICE BOX 97
CATHLAMET, WASHINGTON 98612

A.W. ALLEN D.C.N.D.
6263 N. HOUGHTON
PORTLAND ORE 97203

Wahkiakum Co. Road Dept.
P.O. Box 97
Cathlamet, Wn.

Dear Sir

I am sending you the bills for the damage done to my car while using your ferry to Westport, Ore. on Sunday April 18, 1982. We were on a tour with Portland Community College and there were other people with us. So it was a great inconvenience all day to the whole group.

Due to your employees not putting down the proper ramps to drive on the tail pipes + muffler were torn from the car - a '74 Chrysler LeBaron - One license CTG 222.

We tried to get it repaired in Clatskanie but they could not do the work but charged us $2.00 for use of their rack. It was repaired in Portland on Monday at a cost of $35.00. Copies of these bills are enclosed.

Please send payment for these damages to the address below. Thank you.

Sincerely
A. W. Allen

A.W. ALLEN D.C.N.D. MHO
6263 N. HOUGHTON
PORTLAND ORE 97203

9410

November 20, 1981

ACC

Clatsop County Board
of Commissioners
Courthouse
Astoria, Oregon 97103

Attn: Mr. John Dooley
Roadmaster

Gentlemen:

On November 19, 1981 the Highway Division received a satisfactory bid from Hannan Bros. Construction, Inc., P.O. Box 66155, Portland, Oregon 97266 for the Westport Ferry Slip Section on FAS-A737. This is an FAS-C Project No. RS-A737(2). Based upon the Contractor's bid, the County's Advance Deposit will be:

Contractor's Bid		$253,343.50
Anticipated Additional Items:		
Temporary Erosion Control	$100	
Revise Existing Dolphin Lights	200	$ 300.00
SUBTOTAL		$253,643.50
4 1/2% Contingencies		11,413.96
9% Engineering		22,827.92
ESTIMATED TOTAL CONSTRUCTION COST		$287,885.38
Estimated Preliminary Engineering Cost		21,000.00
Estimated R/W Cost		2,000.00
ESTIMATED TOTAL PROJECT COST		$310,885.38

County's Share of Project Costs are:
6% of $310,885.38 = $ 18,653.12

By rounding the County's Share would be = $ 18,650.00

We will award the contract when we receive your advance deposit in the amount of $18,650, which should arrive no later than December 11, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

NR:pf
Attachment

bcc w/AD # 991: Phil Stearns, Region 2 Federal Aid Engineer
Vern Skoog - Please return completed AD # 991 when advance deposit is received.

9410

10-28-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: RS-A737(2)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10059

2A. COUNTY NAME: Clatsop

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10/28/81

8. FEDERAL ROUTE NUMBER: Secondary A737

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION: Westport Ferry Slip Section

11. GENERAL DESCRIPTION OF WORK: Ferry Slip Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letters of 10/19/81 and 10/26/81 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $292,500 Federal Funds $257,900 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 10/16/81 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
NOV 4 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE: 10/28/81

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Swanson

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Section WESTPORT F[illegible] SLIP Programmi[illegible] Estimate $ _____

Highway CO. RD Project Length _____

County CLATSOP Completion Time 220 Cal days

Kind of Work Grade, Pave, Structure Est. Comp. Date _____

Prefix 504-1948 Letting Date 11/19/81 Project No. RS-A737(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 254,247.20

Anticipated Additional Items:

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 10-23-81

Director	Information System (Lana Ave.)	Public Transit
Asst. Dir.-Administration	Labor Relations	~~Radio~~
Accounting (Highway)	Landscape	Records Management
Administrative Services	Library	Right of Way
Bridge	Location	Safety & Health Services
Chief Counsel	Mail Room	Sign Shop
Commission Services	Maintenance	State Highway Engineer
Construction	Materials & Research	Technical Services Engr.
Data Processing (Trans. Bldg.)	Motor Vehicles	Traffic Signal Unit
Employee Development	Organization & Manpower Services	Traffic
Engineering (Design)	Parks & Recreation	Transportation Policy & Program Development
Environmental	Permits & Weighmaster	Travel Information
Equipment Shops & Storeroom	Personnel Operations	Utilities
Finance (DOT)	Photocopy	~~Metropolitan~~
FHWA	Project Management & Operations Planning	Region Number 2
General Files	Public Affairs	District Number ____
Industrial Engineers		Resident Engineer ____

ATTENTION: Phil Stearns

FROM: PROJECT MANAGEMENT BRANCH

COMMENTS: They reduced the estimate

Form 731-0022 (6-80) SP*71282-734

	100	
		$ 300
	200	
Subtotal		$ 254,547.20
		11,454.62
Engineering (8, 9, ~~10~~%)		22,909.25
~~Subtotal~~		$
~~Credit for~~		
Estimated Net Authorization, Construction		$ 288,911.07

APPROVED

Est. PE Costs 21,000.00
Est. R/w Costs 2,000.00
Est. Project Cost 311,911.07

County's share 6% of ($311,911.07) = $18,714.66

County's advance deposit will be $19,700.00

J. H. Wiesley
Road Design Engineer

Rev. 3/81

Section WESTPORT LANDSLIP Programming Estimate $ _____

Highway CO. RD Project Length _____

County CLATSOP Completion Time 220 Cal days

Kind of Work Grade, Pave, Structure Est. Comp. Date _____

Prefix 504-1948 Letting Date 11/19/81 Project No. RS-A737(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 254,247.20

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished _____		
Roadside Seeding & Mulching		$ 300
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
Adjust Utilities:		
_____		
_____		
_____		
_____		
Revise Existing Dolphin Light	200	
Subtotal		$ 254,547.20
Contingencies (4-1/2%)		11,458.62
Engineering (8, 9, ~~10~~%)		22,909.25
~~Subtotal~~		$
~~Credit for~~ _____		
Estimated Net Authorization, Construction		$ 288,911.07

Est. PE Costs 21,000.00
Est. R/W Costs 2,000.00
Est. Project Cost 311,911.07

County's share 6% of ($311,911.07) = $18,714.66

County's advance deposit will be $19,700.00

APPROVED

J. W. Weisling
Road Design Engineer

Rev. 3/81

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date

Section Westport Ferry Slip
County

Kind Of Work
Length
COST ANALYSIS UNIT. 10-15-81 Name Day

THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING Nov. 19, 1981

No	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	(10%)	23,000
2	Temporary Protection and Protection of Traffic		All	All		750
3	Temporary Signs		SqFt	105	6-	630
4	Temporary Barricades		Each	5	120-	600
5	Flagmen		Hr	80	23.50	1880
	Roadwork					
6	General Excavation		Cu Yd	1,516	6.20	9399.20
7	1"-0 Aggregate Base		Cu Yd	700	12-	8400
8	Class "B" or Class "C" Asphalt Concrete		Ton	130	50-	6500
9	Guard Rail, Type 2A		Lin Ft	238	15-	3570
10	Guard Rail Anchors, Type 1		Each	1	300-	300
11	Rail End Posts, Type B		Each	6	75-	450
	Structure					
12	Removal Work		All	All		5000-
13	Structure Excavation		Cu Yd	30	12-	360
14	Furnish Pile Driving Equipment		All	All		12,000-
15	Furnish 14-inch Prestressed Concrete Piling		Lin Ft	532	15-	7980
16	Furnish Treated Timber Piling		Lin Ft	276	7.50	2070
17	Drive Prestressed Concrete Piles		Lin Ft	408	2-	816
18	Drive Timber Piles		Lin Ft	90	2	180
19	Structural Concrete, Class 3300 (12 @ $350)		All	All		4200-
20	Reinforcement (1600 lbs @ $0.50		All	All		800

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date

Section Westport Ferry Slip
County

Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
21 *	Structural Steel (66000 lbs @ $1.20)		All	All		79,200
22 *	Steel Grid Decking		Sq Ft	1,572	21	33,012
23	Flotation Units		All	All		45,000
24	Metal Rail		Lin Ft	163	50	8,150

410 10-21-81

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 504

Attention: Right-of-way Section

Subject: Federal Aid Project No. RS-A737(1) Prefix 504-1948

Project Name Westport Ferry Slip Section
County Road #42

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments; if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at _____, Oregon, this ____ day of _____, 19__

County of _____

NOTE: STATE PURCHASED R/W FOR COUNTY.

Certified By: _____
(Regional Right-of-Way Supervisor)
Date 10/21/81

_____
County Judge/Chairman

_____
Commissioner

_____
Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/81

7411C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

October 19, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10059
Project No. RS-A737(2)
Westport Ferry Slip Section
Clatsop County

Attached data consists of PR-1 forms with project maps for the subject project.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $292,500 with an obligation of $257,900 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

It is the Oregon State Highway Division's present intention to receive bids for this project on November 19, 1981.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

DRH:bkc
Attachments

cc: C.O. Fredrickson (Region 2)
H. Reynoldson w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

10-19-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
	(19) (20)	Co. Rd., 0.35 mi. N.W. of Westport 21 65		40 DHV 360	---- (68)	----- (70)(71)(72)	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
	Ferry Slip 26 62	(63) (65)	(66) (67)	(68)	(69)	(70) (73)	(72) (73)	(74) (75)	RS- 14 23	A737 7

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	ROUTE NO.	FEDERAL-AID	STATE
	Rural Secondary	Clatsop	S	A737 (32)	Co. Rd. (36)(37)
	NAME OF URBAN AREA --- 17-31				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 88.18%	STATE FUNDS	OTHER FUNDS
1	(1&4&5)	(10	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) Y007		"Westport Ferry Slip Section"	0.0	292,500	257,900	17,300	17,3
							PROJECT TOTALS	0.0	292,500	257,900	17,300	17,3

(16) (23)(24) (33)

CARD 1	CODE 1	PREPARED BY	DRH
1	14	PROGRAM APPROVAL DATES	10-1-80

REMARKS

Additional Data: Item No. No. RS-A

504-1948

FORM PR-1
(REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

10-19-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CT LOCATION (45 typewriter spaces)
Rd., 0.35 mi. N.W. of Westport

ADT | PRESENT: 40 DHV 360 | FUTURE: ---- | YEAR: ----- | REGION: 10 | STATE NAME: Oregon | STATE CODE: 41 | APPN CODE: 075 | ITEM NO.: 10059

ORK (35 typewriter) | NATL. FOREST | FH ROUTE NO. | SUPV. AREA | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): RS- | NUMBER: A737 | SEQ. NO.: (2)

L Projects Only: POST MI. | DESIG.

Rural Secondary

COUNTY NAME: Clatsop | CODE: 007

ROUTE NO.: S | FEDERAL-AID: A737 | STATE: Co. Rd. | U.S.: ---

PROGRAM STAGE: [ ] 1 OR [ ] 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 88.18%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W								
NST		"Westport Ferry Slip Section"	0.0	292,500	257,900	17,300	17,300	ROW- 40' min.; Access Control-none; Parking Restrictions none.
DRH		PROJECT TOTALS	0.0	292,500	257,900	17,300	17,300	

AL DATES
10-1-80

REMARKS
Additional Data: Item No. 10059; Project No. RS-A737(1).

-over-

USCOMM DUSCOMM-DC 46905-P

WESTPORT FERRY SLIP SECTION
PROJECT NO. RS-A737(2)

Remarks continued:

Project Data: Work under this project consist of 1) construct on improved alignment one Ferry Slip (Br. No. 16545) approximately 87 feet in length with horizontal clearance of 14 feet; 2) remove existing structure; 3) construct approach roadway as necessary; 4) adjust utilities as required; 5) perform incidental work common to this type of project.

Notes: This project is in Congressional District No. 1.

9410

Section [illegible] SLIP Programmed Estimate $ _____

Highway [illegible] Project Length _____

County PLATTE Completion Time [illegible]

Kind of Work [illegible] Structure Est. Comp. Date _____

Prefix [illegible] Letting Date 11/19/81 Project No. FS-[illegible]37(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

ROUTING SLIP—DEPT. OF TRANSPORTATION | Date: 10-16-81

Director	Information System (Lana Ave.)	Public Transit
Asst. Dir.-Administration	Labor Relations	Radio
Accounting (Highway)	Landscape	Records Management
Administrative Services	Library	Right of Way
Bridge	Location	Safety & Health Services
Chief Counsel	Mail Room	Sign Shop
Commission Services	Maintenance	State Highway Engineer
Construction	Materials & Research	Technical Services Engr.
Data Processing (Trans. Bldg.)	Motor Vehicles	Traffic Signal Unit
Employee Development	Organization & Manpower Services	Traffic
Engineering (Design)	Parks & Recreation	Transportation Policy & Program Development
Environmental	Permits & Weighmaster	Travel Information
Equipment Shops & Storeroom	Personnel Operations	Utilities
Finance (DOT)	Photocopy	Metropolitan
FHWA	Project Management & Operations Planning	Region Number 2
General Files	Public Affairs	District Number ____
Industrial Engineers		Resident Engineer ____

ATTENTION: Phil Stearns

FROM: Proj. Mngt

COMMENTS: Please inform the county.

Form 731-0022 (6-80) SP*71282-734

Contract Amount . . . . $ 348,947.20

$ 5.00

Subtotal	$	257,347.20
Contingencies (4-[illegible]%)		11,580.62
Engineering (8, 9, [illegible]%)		23,161.25
Subtotal	$	
Overhead		
Estimated Net Authorization, Construction	$	292,089.07
Est. P.E. Costs		21,000.00
Est. R/W Costs		2,000.00
Est. Cost.		315,089.07

APPROVED

Road Design Engineer

County's share (6% of 315,089.07) #18,905.34

By rounding the County's advanced deposit would be #19,000.00

Section WESTPORT FOR. SLIP Programmi Estimate $ _____

Highway CO. RD Project Length _____

County CLATSOP Completion Time 220 Cal days

Kind of Work Grade Prep. Structure Est. Comp. Date _____

Prefix _____ Letting Date 11/19/81 Project No. RS-A737(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 248,947.20

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
Adjust Utilities:		
_____		
_____		
_____		
_____		
Est. Eng. Expenses	(-)	
	Subtotal	$ 5.00

	257,347.20
Contingencies (4-1/2%)	11,580.62
Engineering (8, 9, 10%)	23,161.25
Subtotal	$
Credit for _____	
Estimated Net Authorization, Construction	$ 292,089.07
Est. RE. Costs	21,000.00
Est. R/W Costs	2,000.00
Est. Cost.	315,089.07
County's share (6% of 315,089.07)	#18,905.34

APPROVED _____
Road Design Engineer

By rounding the County's advanced deposit would be #19000.00

R-W 3/81

Section WESTPORT FOR. SLIP Programmi Estimate $ _____

Highway CO. RD Project Length _____

County CLATSOP Completion Time 220 cal days

Kind of Work Grade, Pave, Structure Est. Comp. Date _____

Prefix 504-1948 Letting Date 11/19/81 Project No. RS-A737(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 248,947.20

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
Adjust Utilities:		
_____		
_____		
_____		
_____		
Power Existing Lights and Lights	5300	
	Subtotal	$ 5400

	= 57,347.20
Contingencies (4-1/2%)	11,580.62
Engineering (8, 9, 10%)	23161.25
~~Subtotal~~	$
~~Credit~~ for _____	
Estimated Net Authorization, Construction	$ 292,889.07

APPROVED

_____
Road Design Engineer

Rev. 3/81

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date
County

ction Westport Ferry Lp
nd Of Work
Length
COST ANALYSIS UNIT. 10-15-81 Name Dan
THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING Nov. 19 1981

Item	Code	Unit	Quant.	Unit Cost	Total
Mobilization		All	All	(10%)	22,600
Temporary Distraction and Protection of Traffic		All	All		750
Temporary Signs		Sq Ft	105	6-	630
Temporary Barricades		Each	5	120-	600
Flagmen		Hr	80	23 50	1880
Roadwork					
General Excavation		Cu Yd	1516	6 20	9399 20
3/4"-0 Aggregate Base		Ton	85	12-	1020
Cover Aggregate 1/2"			610	8-	4880
Class "B" or Class "C" Rpl't Cont.		Ton	130	50-	6500
Guard Rail, Type 2E		Lin Ft	238	15-	3570
Guardrail Ins. Type 1		Each	1	300-	300
Rail Ins. Type B			4	75-	300
Structure					
Mobilization		All	1		5000-
Structure Excavation		Cu Yd	30	12-	360
Structure Concrete		All	All		12000-
Bridge Reinforcing Steel		Lb	532	15-	7980
Bridge Drift Anchors		Each	408	2-	816
Structure Concrete Class 3300 (1.5 C 350)		Cu Yd	All		4200-
Backfill (Type 1 Soil)		Cu Yd	All		

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date

Section [illegible] County

Kind Of Work Length Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Structural Steel (66000 lbs @ $1.20)		All	All		79,200
	Steel Grid Decking		Sq Ft	1572	21	33,012
	Flotation Units		All	All		45,000
	Metal Rail		Lin Ft	163	50	8,150

...perstructure is horizontal)

...g pile dolphin and guide light. Replace pile dolphin and ...de light on new dolphin as directed by the engineer.

...ting timber piles.
...ting timber piles to be removed.

...onc. pilling to be placed.

...per attached
...ecommended by float manufacturer.

All elevations shown are M.S.L.

...Free-board)

...tion

...ructure

VICINITY MAP
No Scale

GENERAL NOTES:

All material and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

Bridge designed for HS 20-44 loading.

Concrete members designed by Load Factor Design Method.

All reinforcing steel shall conform to ASTM Specification A615(S1) Grade 60. The following splice lengths shall be used unless shown otherwise:

Bar Size	3	4	5	6	7	8	9	10	11	14 & 18
Splice Length	1'-0"	1'-4"	1'-8"	2'-0"	2'-9"	3'-7"	4'-7"	5'-9"	7'-1"	not permitted

All bars shall be placed 2" clear of the nearest face of concrete unless shown otherwise.

Reinforcing steel for walls shall not be fabricated until final footing elevation has been determined in the field.

All concrete shall be Class 3300-1½".

All structural steel shall conform to ASTM Specifications in accordance with detail plans. In place of ASTM A588, ASTM A572 Grade 50 may be used for plates 2" thick and under.

All bolts at structural connections shall be ⅞" diameter high strength bolts conforming to ASTM Specification A325 (Type 3) unless shown otherwise.

All piling at bent 1 footing and the two piles each side of the float at bent 2 shall be 14" octagonal precast-prestressed concrete driven to a minimum bearing of 50 tons per pile.

All piling in dolphins shall be treated timber driven to a minimum bearing of 24 tons per pile. Minimum penetration shall be 20 feet.

See special provisions for Douglas Fir timber requirements.

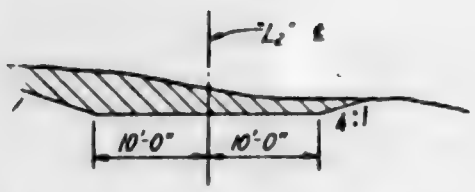
8/24/81
Reviewed By
John Dooley RM-OR.

AUG 1...

To Hart
9-1-81

HYDRAULIC DATA

Yrs.	100	50	10	2	Ext. Low
MSL	11.1	10.8	9.8	7.0	-1.7



CHANNEL EXCAVATION SECTION
No Scale

APPROVED:
P.E.
STRUCTURAL DESIGN ENGINEER
P.E.
TECHNICAL SERVICES ENGINEER
DESIGNED R. Evonuk
DRAWN L.W.
CHECKED T. E. A.
REVIEWED
REVIEWED
CALC. BOOK 1830

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

WESTPORT FERRY SLIP
WESTPORT FERRY SLIP SECTION
FAS A737(COUNTY RD #42)-CLATSOP COUNTY

PLAN AND ELEVATION

ACCOMPANIED BY DWGS 36193 thru 36196, 2126, 2126A, 23836

DATE 8-81
BRIDGE NO. 16545

SHEET 1 OF 6
DRAWING NO. 36192

9410

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: RS-A737(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10059

2A. COUNTY NAME: Clatsop

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8/19/81

8. FEDERAL ROUTE NUMBER: Secondary A737

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Westport Ferry Slip Section

11. GENERAL DESCRIPTION OF WORK

Program Change and Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [XX] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of August 14, 1981 I approve the program change adding right of way acquisition to the character of proposed work.

Also, as requested, you are now authorized to proceed with the actual acquisition of file No. 52196 as shown on R/W map IR-5-766 at a TEC of $1,500 Federal Funds $1,322.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
AUG 21 '81
REFER TO
FOR
Info | Proj. Dev. | R/D | D/R | Surv. | Art | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
08-19-81	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9410

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

DATE: August 14, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 10059
Westport Ferry Slip Section
Clatsop County

I request your approval of a program change on the subject project to include in the character of proposed work Right-of-Way Acquisition at an estimated total cost of $1,500 with federal funds of $1,322.

I further request concurrent with approval of the program change authorization to proceed with the actual acquisition of right-of-way as outlined in red on the enclosed copy of right-of-way Map 1R-4-766. No relocation assistance is involved.

CL:bkc
Attachments

cc: J. Boyd
F. Lowe
H. Reynoldson
General Files

Form 734-3122

94110

JOHN SPELLMAN
Governor

STATE OF WASHINGTON

DEPARTMENT OF TRANSPORTATION

June 12, 1981

FILE: WESTPORT FERRY SLIP
042
COUNTY RD.
FAS A737
CLATSOP CO.

Mr. Bob Prange
Dept. of Transportation
Oregon State
Transportation Building
Salem, Oregon 98310

Dear Mr. Prange:

In response to your request, attached is a copy of the State of Washington laws dealing with the Puget Island-Westport Ferry, along with the agreements we have signed with Wiakiakum County.

In addition, we have included a copy of the state law RCW 47.04.140 dealing with counties obtaining federal funds for construction and reconstruction of ferry boats. When this section of the law was inacted, the state's attorney along with the legislature, examined Title 23, paragraph 129 in detail to determine the legislation necessary to make ferry boats eligible for federal funds.

This review led them to the conclusion if a route were on a federal system leading to a ferry, the designated routes, including the landing facilities, would be eligible for federal funds without any additional state legislation. However, it was a different issue when federal funds are used for the ferry itself.

In this state, the interpretation we have received from FHWA on this issue has allowed us to spend federal money on some of the county ferry landings. This issue was additionally clarified by information received by our local division office from their headquarters in Washington D.C.

If you have any additional questions, please give me a call.

Sincerely,

KEITH EGGEN
State Aid Engineer

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
JUN 15 1981
REFERRED TO K. PRANGE
FOR
FILE: PM FA LG.

KE:ds
Attachment

Orig. Copy To:
Bill KAPPHS
6/16/81

bonds authorized by chapter 5, [illegible] 1979, and any general obligation bonds of the state of Washington which may be authorized by the forty-sixth legislature or thereafter and which pledge motor vehicle and special fuel excise taxes for the payment of principal thereof and interest thereon shall be an equal charge and lien against the revenues from such motor vehicle and special fuel excise taxes. [1979 c 131 § 6.]

Severability——1979 c 131: See note following RCW 47.56.711.

47.56.720 Puget Island–Westport ferry——Payments for operation and maintenance to Wahkiakum county——Toll free operation and provision of rest room facilities, when. (1) The legislature finds that the ferry operated by Wahkiakum county between Puget Island and Westport on the Columbia river provides service which is primarily local in nature with secondary benefits to the state highway system in providing a bypass for state route 4 and providing the only crossing of the Columbia river between the Astoria–Megler bridge and the Longview bridge.

(2) The Washington state highway commission is hereby authorized to enter into a continuing agreement with Wahkiakum county pursuant to which the state highway commission shall pay to Wahkiakum county from moneys appropriated for such purpose the sum of one thousand dollars per month to be used in the operation and maintenance of the Puget Island ferry, commencing July 1, 1971.

Subject to the provisions of subsection (4) of this section, the Washington state highway commission is authorized to include in the continuing agreement a provision to reimburse Wahkiakum county for sixty percent of the deficit incurred during each previous fiscal year in the operation and maintenance of the ferry, commencing with the fiscal year ending June 30, 1972. The state's sixty percent share of the annual operating and maintenance deficit shall include the one thousand dollars per month authorized in this subsection.

(3) The annual deficit, if any, incurred in the operation and maintenance of the ferry shall be determined by Wahkiakum county subject to the approval of the Washington state highway commission. If sixty percent of the deficit for the preceding fiscal year exceeds the total amount paid to the county for that year, the additional amount shall be paid to the county by the Washington state highway commission upon the receipt of a properly executed voucher: *Provided*, That the total of all payments to the county in any biennium shall not exceed the amount appropriated for that biennium.

(4) Whenever, subsequent to June 9, 1977, state route 4 between Cathlamet and Longview is closed to traffic pursuant to chapter 47.48 RCW due to actual or potential slide conditions and there is no suitable, reasonably short alternate state route provided, Wahkiakum county is authorized to operate the Puget Island ferry on a toll free basis during the entire period of such closure. The state's share of the ferry operations and maintenance deficit during such period shall be one hundred percent.

(5) Whenever state route 4 between Cathlamet and Longview is closed to traffic, as mentioned in subsection (4) hereof, the [illegible] Washington shall provide temporary rest room facilities at the Washington ferry landing terminal. [1977 c 11 § 1; 1973 2nd ex.s. c 26 § 1; 1971 ex.s. c 254 § 1.]

Reviser's note: Powers, duties, and functions of highway commission transferred to department of transportation; see RCW 47.01.031. Term "Washington state highway commission" means department of transportation; see RCW 47.04.015.

Effective date——1973 2nd ex.s. c 26: "This 1973 amendatory act is necessary for the immediate preservation of the public peace, health and safety, the support of the state government and its existing public institutions, and shall take effect October 1, 1973." [1973 2nd ex.s. c 26 § 3.]

47.56.725 Ferry systems operated by Pierce, Skagit, and Whatcom counties——Deficit reimbursements. (1) The Washington state highway commission is hereby authorized to enter into a continuing agreement with Pierce, Skagit, and Whatcom counties pursuant to which the state highway commission shall, from time to time, direct the distribution to each of the counties the amounts authorized in subsection (2) of this section in accordance with RCW 46.68.100 as now or hereafter amended.

(2) The Washington state highway commission is authorized to include in each such continuing agreement a provision for the distribution to each such county funds to reimburse the county for fifty percent of the deficit incurred during each previous fiscal year in the operation and maintenance of the ferry system owned and operated by such county, commencing with the fiscal year ending June 30, 1976: *Provided*, That the total amount to be reimbursed to Pierce, Skagit, and Whatcom counties collectively shall not exceed five hundred thousand dollars in any biennium: *Provided further*, That each county agreement shall contain a requirement that the county shall maintain tolls on its ferries at levels sufficient to produce aggregate annual revenues at least equal to the annual revenue of the county's ferry system in calendar year 1975.

(3) The annual fiscal year deficit, if any, shall be determined by Pierce, Skagit, and Whatcom counties subject to review and approval of the Washington state highway commission. The annual fiscal year deficit is defined as the total of operations and maintenance expenditures less the sum of ferry toll revenues and that portion of fuel tax revenue distributions which are attributable to the county ferry as determined by the Washington state highway commission. Distribution of the amounts authorized by subsection (2) of this section by the state treasurer shall be directed by the Washington state highway commission upon the receipt of properly executed vouchers from each county. [1977 c 51 § 2; 1975–'76 2nd ex.s. c 57 § 2; 1975 1st ex.s. c 21 § 1.]

Reviser's note: Powers, duties, and functions of highway commission transferred to department of transportation; see RCW 47.01.031. Term "Washington state highway commission" means department of transportation; see RCW 47.04.015.

Severability——1977 c 51: See note following RCW 46.68.100.

47.56.730 "No Smoking" areas on ferries——Establishment authorized. The legislature finds that the public health, safety, and welfare requires that "No

Term "highway commission" me[illegible]ent of transportation; see RCW 47.04.015.

Urban public transportation system defined: RCW 47.04.082.

47.04.082 Urban public transportation systems——Defined. As used in this act the term "urban public transportation system" shall mean a system for the public transportation of persons or property by buses, street cars, trains, electric trolley coaches, other public transit vehicles, or any combination thereof operating in or through predominantly urban areas and owned and operated by the state, any city or county or any municipal corporation of the state, including all structures, facilities, vehicles and other property rights and interest forming a part of such a system. [1967 c 108 § 1.]

Reviser's note: "this act" refers to 1967 c 108, codified herein as RCW 47.04.082, 47.04.083, 47.98.044, and the 1967 amendments to RCW 47.04.081, 47.08.070, 47.12.010, 47.12.250, 47.28.140, 47.44-.010, 47.44.040, 47.48.010, 47.52.010, 47.52.090, and 47.56.256.

47.04.083 Urban public transportation systems——Declaration of public policy——Use of motor vehicle funds, city street, or county road funds. The separate and uncoordinated development of public highways and urban public transportation systems is wasteful of this state's natural and financial resources. It is the public policy of this state to encourage wherever feasible the joint planning, construction and maintenance of public highways and urban public transportation systems serving common geographical areas as joint use facilities. To this end the legislature declares it to be a highway purpose to use motor vehicle funds, city and town street funds or county road funds to pay the full proportionate highway, street or road share of the costs of design, right of way acquisition, construction and maintenance of any highway, street or road to be used jointly with an urban public transportation system. [1967 c 108 § 2.]

47.04.090 Penalty. It shall be a misdemeanor for any person to violate any of the provisions of this title unless such violation is by this title or other law of this state declared to be a felony or a gross misdemeanor.

Unless another penalty is in this title provided, every person convicted of a misdemeanor for violation of any provisions of this title shall be punished accordingly. [1961 c 13 § 47.04.090. Prior: 1937 c 53 § 95; RRS § 6400-95.]

47.04.100 Temporary route pending construction of new highway——Streets, roads not to be maintained as. Unless otherwise provided, whenever by statute a new highway or extension is added to the state highway system, no existing city street or county road shall be maintained or improved by the state highway commission as a temporary route of such new highway or extension pending the construction of the new highway or extension on the location adopted by the state highway commission. [1973 1st ex.s. c 151 § 12; 1965 ex.s. c 170 § 34.]

Reviser's note: Powers, duties, and functions of highway commission transferred to department of transportation; see RCW 47.01.031. Term "state highway commission" means department of transportation; see RCW 47.04.015.

47.04.1[illegible] C[illegible]ties obtaining federal aid for construction, reconstruction, etc., of ferry boats——Provisions applicable to ferry operations. Whenever a county which operates or proposes to operate ferries obtains federal aid for the construction, reconstruction, or modification of any ferry boat under Title 23, United States Code, the following provisions shall apply to the county's operation of its ferries:

(1) The county shall obtain from the Washington state highway commission a franchise authorizing such ferry operations. The county's application for a franchise or amended franchise shall designate all ferry routes it proposes to operate. The commission shall issue the franchise or amended franchise for the operation of each route which it finds is not otherwise served by adequate transportation facilities. A county may terminate any ferry route without approval of the commission.

(2) At least thirty days before applying for federal aid for the construction, reconstruction, or modification of any of its ferries, and thereafter whenever new tolls or charges are proposed for use of its ferries, the county shall file with the commission for its approval, the current or proposed schedule of tolls and charges for use of its ferries. The commission shall approve such tolls and charges, unless it finds that the aggregate revenues to be derived from the county's ferry operations will exceed the amount required to pay the actual and necessary costs of operation, maintenance, and repair of the county's ferries.

(3) The commission shall adopt regulations for the implementation of this section including provisions affording the right to a hearing to any county prior to finally denying approval of any proposed ferry route or schedule of tolls and charges for use of the county's ferries. [1975-'76 2nd ex.s. c 65 § 1.]

Reviser's note: Powers, duties, and functions of highway commissio[illegible] transferred to department of transportation; see RCW 47.01.031. Terms "Washington state highway commission" and "commission" mean department of transportation; see RCW 47.04.015.

47.04.150 Outstanding bonds——Savings. While any bonds, whether definitive, temporary, or interim, or warrants, certificates, or receipts of any denomination, with or without coupons attached heretofore issued by the state aeronautics commission, the toll bridge authority, the highway commission, or any of the other agencies whose functions are transferred to the department of transportation by RCW 47.01.031, remain outstanding, the powers and duties relating thereto of such agencies or of any official or employee thereof transferred by RCW 47.01.111 to the department of transportation, or any powers and duties of any other state official or state agency with respect to such bonds, warrants, certificates, or receipts shall not be diminished or impaired in any manner that will adversely affect the interests and rights of the holders of such bonds, warrants, certificates, or receipts. The holder of any such bond, warrant, certificate, or receipt may by mandamus or other appropriate proceeding require the performance by the department of transportation, or other appropriate state official or agency, of any of the duties heretofore imposed upon any state department, official, or employee under the

A G R E E M E N T

THIS AGREEMENT, made and entered into this 1RST day of JULY, 1971, by and between the STATE OF WASHINGTON, Washington State Highway Commission, acting by and through the Director of Highways, hereinafter called the "Commission" and WAHKIAKUM COUNTY, acting by and through its Board of County Commissioners, hereinafter called the "County",

WITNESSETH:

WHEREAS, the continued operation by the County of ferry service between Puget Island and Westport on the Columbia River is of benefit to the state highway system and to the traveling public; and

WHEREAS, the state legislature, by Laws of 1971, 1st Ex. Ses., ch. 254, authorized the County and the Commission to enter into a continuing agreement whereby the Commission would participate in the cost of operation and maintenance of the Puget Island Ferry; and

WHEREAS, it is in the public interest that such an agreement be consummated between the Commission and the County defining the responsibilities of the respective parties,

NOW, THEREFORE, in consideration of the mutual covenants hereinabove contained the parties agree as follows:

I

To maintain the continuity and quality of the ferry system between Puget Island and Westport, the Commission agrees to pay to the County, commencing July 1, 1971, the amount of One Thousand Dollars ($1,000.00) per month from funds appropriated for that purpose. It is understood and agreed that such funds shall be used by the County solely and exclusively for operation and maintenance of the Puget Island-Westport Ferry System. Such payments shall be made monthly so long as there are funds appropriated sufficient to provide for such contribution.

II

At the end of each fiscal year, commencing with the fiscal year ending June 30, 1972, the County shall determine the amount of deficit, if any, in operation and maintenance of the ferry system and present a [illegible] for its review and approval. The

1971, by and between the STATE OF WASHINGTON, Washington State Highway Commission, acting by and through the Director of Highways, hereinafter called the "Commission" and WAHKIAKUM COUNTY, acting by and through its Board of County Commissioners, hereinafter called the "County",

WITNESSETH:

WHEREAS, the continued operation by the County of ferry service between Puget Island and Westport on the Columbia River is of benefit to the state highway system and to the traveling public; and

WHEREAS, the state legislature, by Laws of 1971, 1st Ex. Ses., ch. 254, authorized the County and the Commission to enter into a continuing agreement whereby the Commission would participate in the cost of operation and maintenance of the Puget Island Ferry; and

WHEREAS, it is in the public interest that such an agreement be consummated between the Commission and the County defining the responsibilities of the respective parties,

NOW, THEREFORE, in consideration of the mutual covenants hereinabove contained the parties agree as follows:

I

To maintain the continuity and quality of the ferry system between Puget Island and Westport, the Commission agrees to pay to the County, commencing July 1, 1971, the amount of One Thousand Dollars ($1,000.00) per month from funds appropriated for that purpose. It is understood and agreed that such funds shall be used by the County solely and exclusively for operation and maintenance of the Puget Island-Westport Ferry System. Such payments shall be made monthly so long as there are funds appropriated sufficient to provide for such contribution.

II

At the end of each fiscal year, commencing with the fiscal year ending June 30, 1972, the County shall determine the amount of deficit, if any, in operation and maintenance of the ferry system and present a complete accounting to the Commission for its review and approval. The

Note: This agreement replaced Agreement GC 1046

GC 2995

Commission hereby reserves the right to conduct an audit of the ferry system operations at its discretion.

III

Upon proper showing of a deficit and upon receipt of a properly executed voucher the Commission agrees to reimburse the County for not more than sixty percent (60%) of such deficit. The Commission's sixty percent (60%) of any annual operating and maintenance deficit shall include the One Thousand Dollars ($1,000.00) per month provided in paragraph I hereof.

IV

It is further agreed that the total payments to the County during any biennium shall not exceed the amount appropriated by the legislature for that biennium.

V

This agreement shall continue in force as long as funds are appropriated by the legislature for the purposes specified herein.

VI

The Commission shall assume no liability or responsibility for the ferry system except as herein provided.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first above written.

STATE OF WASHINGTON
WASHINGTON STATE HIGHWAY COMMISSION

Deputy Director of Highways

COUNTY OF WAHKIAKUM
WAHKIAKUM COUNTY, WASHINGTON

Attest:

Approved as to form:

This 23rd day of August, 197

upon proper showing of a deficit and upon receipt of a properly executed voucher the Commission agrees to reimburse the County for not more than sixty percent (60%) of such deficit. The Commission's sixty percent (60%) of any annual operating and maintenance deficit shall include the One Thousand Dollars ($1,000.00) per month provided in paragraph I hereof.

IV

It is further agreed that the total payments to the County during any biennium shall not exceed the amount appropriated by the legislature for that biennium.

V

This agreement shall continue in force as long as funds are appropriated by the legislature for the purposes specified herein.

VI

The Commission shall assume no liability or responsibility for the ferry system except as herein provided.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first above written.

STATE OF WASHINGTON
WASHINGTON STATE HIGHWAY COMMISSION

Deputy Director of Highways

COUNTY OF WAHKIAKUM
WAHKIAKUM COUNTY, WASHINGTON

Attest:

Clerk
County of Wahkiakum
Wahkiakum County, Washington

Approved as to form:

This 23rd day of August, 1971.

Assistant Attorney General

GC 299

SUPPLEMENT TO AGREEMENT GC 2996

This supplement to Agreement GC 2996 is entered into this 5th day of November, 1973, by and between the STATE OF WASHINGTON, Washington State Highway Commission, hereinafter called the "Commission," and WAHKIAKUM COUNTY, hereinafter called the "County."

WITNESSETH:

WHEREAS, an agreement was entered into by the parties hereto dated July 1, 1973 which, for purposes of identification, has been designated GC 2996, and

WHEREAS, funds were not appropriated or available for payment under the terms of that agreement for the months of July, August and September of 1973, and

WHEREAS, the legislature recognized the fact that funds had not been appropriated for these three months and thereupon authorized an additional payment of $1,142.86 per month for the period of October 1, 1973 to June 30, 1975 to make up payment for the three months, NOW, THEREFORE, it is agreed as follows:

I

Section I is hereby changed to read as follows:

To maintain the continuity and quality of the ferry system between Puget Island and Westport, the Commission agrees to pay the County, commencing July 1, 1971, the amount of One Thousand Dollars ($1,000) per month from funds appropriated for that purpose. Except, payments for the 1973-1975 biennium shall be made during the period of October 1, 1973 through June 30, 1975 at the rate of One Thousand, One Hundred Forty-two Dollars and Eighty-six Cents ($1,142.86) per month from funds appropriated. It is understood and agreed that such funds shall be used by the County solely and exclusively for operation and maintenance of the Puget Island-Westport Ferry System. Such payments shall be made monthly so long as there are funds appropriated sufficient to provide for such contribution.

II

Section III is hereby changed to read as follows:

Upon proper showing of a deficit and upon receipt of a properly executed voucher the Commission agrees to reimburse the County

_____, 1973, by and between the STATE OF WASHINGTON, Washington State Highway Commission, hereinafter called the "Commission," and WAHKIAKUM COUNTY, hereinafter called the "County."

WITNESSETH:

WHEREAS, an agreement was entered into by the parties hereto dated July 1, 1973 which, for purposes of identification, has been designated GC 2996, and

WHEREAS, funds were not appropriated or available for payment under the terms of that agreement for the months of July, August and September of 1973, and

WHEREAS, the legislature recognized the fact that funds had not been appropriated for these three months and thereupon authorized an additional payment of $1,142.86 per month for the period of October 1, 1973 to June 30, 1975 to make up payment for the three months, NOW, THEREFORE, it is agreed as follows:

I

Section I is hereby changed to read as follows:

To maintain the continuity and quality of the ferry system between Puget Island and Westport, the Commission agrees to pay the County, commencing July 1, 1971, the amount of One Thousand Dollars ($1,000) per month from funds appropriated for that purpose. Except, payments for the 1973-1975 biennium shall be made during the period of October 1, 1973 through June 30, 1975 at the rate of One Thousand, One Hundred Forty-two Dollars and Eighty-six Cents ($1,142.86) per month from funds appropriated. It is understood and agreed that such funds shall be used by the County solely and exclusively for operation and maintenance of the Puget Island-Westport Ferry System. Such payments shall be made monthly so long as there are funds appropriated sufficient to provide for such contribution.

II

Section III is hereby changed to read as follows:

Upon proper showing of a deficit and upon receipt of a properly executed voucher the Commission agrees to reimburse the County

Amdt No. 1

for not more than sixty percent (60%) of such deficit. The Commission's sixty percent (60%) of any annual operating and maintenance deficit shall include the payments set forth in paragraph I hereof.

III

All other provisions of the agreement remain unchanged and continue in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first above written.

STATE OF WASHINGTON
WASHINGTON STATE HIGHWAY COMMISSION

D. B. HEDGES
Manager, Administrative Division

COUNTY OF WAHKIAKUM
WAHKIAKUM COUNTY, WASHINGTON

Approved as to form:

Assistant Attorney General

reliance deficit shall include the payments set forth in paragraph I hereof.

III

All other provisions of the agreement remain unchanged and continue in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first above written.

STATE OF WASHINGTON
WASHINGTON STATE HIGHWAY COMMISSION

D. B. HEDGES
Manager, Administrative Division

COUNTY OF WAHKIAKUM
WAHKIAKUM COUNTY, WASHINGTON

Approved as to form:

Assistant Attorney General

SECOND SUPPLEMENT TO AGREEMENT GC 2996

This supplement to Agreement GC 2996 is entered into this 06 day of June, 1977, by and between the STATE OF WASHINGTON, WASHINGTON STATE HIGHWAY COMMISSION, hereinafter called the "Commission" and WAHKIAKUM COUNTY hereinafter called the "County".

WITNESSETH:

WHEREAS, an agreement was entered into by the parties hereto dated July 1, 1973, and supplemented November 5, 1973, which, for purposes of identification, has been designated GC 2996, and

WHEREAS, the State Legislature, by Laws of 1977, Chapter 11, authorized Wahkiakum County to operate the Puget Island Ferry on a Toll Free Basis during the times when an emergent situation exists that cause State Route 4, between Cathlamet and Longview to be closed under provisions of Chapter 47.48 RCW and where there is no reasonable short alternate State Route,

NOW, THEREFORE, it is agreed as follows:

I

During the emergent times where closure of State Route 4 requires TOLL FREE operation of the Puget Island Ferry the Commission agrees to pay the total cost for ferry operation and maintenance deficit.

II

Also, during the emergent times where closure of State Route 4 requires TOLL FREE operation of Puget Island Ferry the Commission shall provide temporary rest room facilities at the Washington Ferry landing terminal.

All other provisions of the agreement remain unchanged and continue in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first above written.

STATE OF WASHINGTON
WASHINGTON STATE HIGHWAY COMMISSION

DEPUTY DIRECTOR OF HIGHWAYS

COUNTY OF WAHKIAKUM
WAHKIAKUM COUNTY, WASHINGTON

APPROVED AS TO FORM:

ASSISTANT ATTORNEY GENERAL

1110 5-81

Report of Survey

FERRY SLIP REPLACEMENT (WESTPORT)

County Road #42 FA A-737
Clatsop County

History

The Authority for Survey was submitted the latter part of August. It was approved the latter part of November and work started by our people the middle of December. The purpose of the project was to provide information for the design of a replacement for the existing slip which has become badly deteriorated with age.

We have looked at the project site with Len Wallace and Gerry Backstrand of Bridge along with Paul Geiberg of the Washington ferry operation and John Dooley of Clatsop County.

Our original proposal was to build a new facility just downstream from the existing such that the old one may be retained on service until the new was constructed at least in part. Following this the traffic could be switched over to the new, the old taken out and the small amount of work to comple te the new may then be done.

There was some discussion of a couple of alternates. Jack Davis of Bridge suggested that perhaps the new could be placed in the same location as the old. This would be

done by doing all the foundation work, pier and cap, while the old is in use. The new structure would be assembled and placed on the job site such that the last operation would be to remove the old and place the new in essentially the same location.

Due to the high cost of the construction of a separate structure on a new alignment, this appears to be the method we will have to use.

There was some original concerns about the stoppage of traffic during the transition period. I have called Mr. Geiberg of the state of Washington. He tells me they can halt the service for a brief period (4 or 5 days) provided they have adequate notice so they can publish this in the newspapers.

Another proposal favored by John Dooley was to build a new structure and approach just upstream from the existing. The main problem with this one was the filling work in the outlet channel of Plympton Creek. This gave us some concerns with our environmental people so we didn't pursue it.

The problem with the first alternate, the one downstream and parallel with the existing, was the aggregate costs of the various items of work all of which brought the figure about $60,000 over the programmed amount. The major item was having to deepen the channel offshore which added about $60,000 to the overall cost.

Typical Section — The section used proposes the following:

2 inches - A/C pavement

2 inches - level course

12 inches - crushed base.

The widths are 24 feet finished roadbed to which we have used 2:1 slopes for grading and surfacing. Generally it is in a cut section which causes the need for a small ditch to carry the surface drainage to the river.

Horizontal Alignment — The survey control was brought in from our highway to the south. We located the alignment points which gave us both bearings and coordinates as well as the section corner ties made on that survey. The map data used comes from drawing 8B-9-8. This map shows coordinates of corners on the township line which were in place at that time. Some corners on the township line are apparently being contested by some of the people in the area. This has been brought to light in a letter from Chester G. Jenks to the Forest Service, a copy of which is attached for information purposes.

Our first projection used the existing yellow stripe to the south which was parallel and downstream from the existing structure. However, as mentioned earlier, the cost of this route comes in considerably more than the programmed amount for the project. I then made a new projection using the same back tangent but running the forward over the existing structure. This does not quite line up with the old but does line up with the pile dolphins off the end.

Vertical Alignment

The basis for our levels was a bench mark on the bridge across Plympton Creek on the state highway. The grade I have used is a projection of the existing from 24 ahead to about 26+. This runs on a flat elevation of 10.30 which has been projected to the structure. The original gradeline rises to about 11.5 at the end of the structure, but I fail to see what purpose this serves.

Materials

The general excavation for the roadway will be excess and have to be disposed of by the contractor. It is possible this may be spread out in the immediate area on the northerly side of the roadway.

The surfacing materials will be commercial sources and commercial gradation or mixes.

I have not shown any channel clearing in this estimate because probably the new structure will extend a little further into the channel than the existing. They are having some minor problems with the ash build up on the downstream side of the present facility.

Right of Way

There should be none needed with this proposal as we are staying with the existing alignment.

Structures

Few comments at this level. The site has been reviewed by Gerry Backstrand and Len Wallace. We have pictures of the

existing which may be used. At a meeting held on the job site, John Dooley of Clatsop County was of the opinion the new installation should be designed to handle legal loads though at present, the general limit is 40,000 pounds.

Drainage — Nothing special. I have made a modest provision to carry the drainage ahead from where we begin our work to the river on the east. The southerly side can drain into the adjacent river channel. We have provided for an approach pipe under the side road leading to the log dump area to the north.

Stage Construction — This is comparatively simple. There will be some movement of the traffic from side to side as the work progresses. However, since the volume is quite low, about 250 cars per day, and the speeds are also low, not more than 20 mph and half the volume will probably be stopped waiting for the ferry, no special conditions need be laid down. There will be one period of time during which traffic will be prohibited. This is while the old structure is being removed and the new installed. As mentioned earlier, I have talked with the ferry system engineer, who tells me the ferry can be shut down for a brief period of time, especially in the fall when the tourist season ends. Our discussion was on the order of 3 or 4 days. This is more than the time frame Jack Davis was considering but still potentially very restrictive.

Construction Bid Items

Items 1 and 2 - Mobilization and Temporary Protection and Direction of Traffic are standard.

Item 3 - Temporary Signs anticipates signing only on the south end of the project with a couple of flagger signs, etc. to be used during the actual work period.

Item 4 - Barricades may be used to move the traffic to and fro as the stage construction needs dictate.

Item 5 - Flagger Again while the work is in progress, there will be a small need for traffic direction due to the stage construction.

Item 6 - Removal of Structures and Obstructions covers the removal of the existing bridge and some pile dolphins as necessary in the channel area.

Item 7 - General Excavation. The existing roadway is generally higher than the grade line I have used, which causes the cut. The material will be excess, to be wasted by the contractor wherever he can. There is a potential area in the old log dump to the north where this may be wasted. Due to the staging, there will be some necessity for working a side at a time.

Item 8 - Aggregate Base. We are using a 12-inch depth of crushed aggregate base. This was checked out with John Scofield and due to the low volume of traffic, the comparatively low weights and speeds, deemed to be sufficient. The above also would allow the useage of this material without paving for stage construction during the grading and surfacing work.

Item 9 - Top Course Base: Theoretically 3/4-0, 2 inches deep, though if 1"-0 were used in the base, I see no reason why the same couldn't be used for the top course.

Item 10 - Watering - to be used for the base materials shown above.

Item 11 - A/C Pavement. No special problems. We have proposed 2 inches based upon a tentative design from John. Our price includes the asphalt and whatever tack coat necessary.

Item 12 - 12" Culvert Pipe. The only one needed is beneath the approach to the log dump area to the north. The trench excavation necessary for this will be minimal and is intended to be included in the pipe price.

Item 13 - 15 - General Rail Items. I have proposed the installation of a couple of short sections of rail just off the end of the new slip. Since the existing ground configuration

is flat and the traffic is mainly stopped, a full blown installation would not seem necessary.

9410

5-27-81

ed timber piles (Drive after structure is in place)
e existing pile dolphin and guide light.
ate guide light on new dolphin

)—Existing timber piles.
⊗—Existing timber piles to be removed.
)—Timber piling to be placed.
O—14" conc. piling to be placed.

NOTE: Bridge designed for HS 20-44 loading.

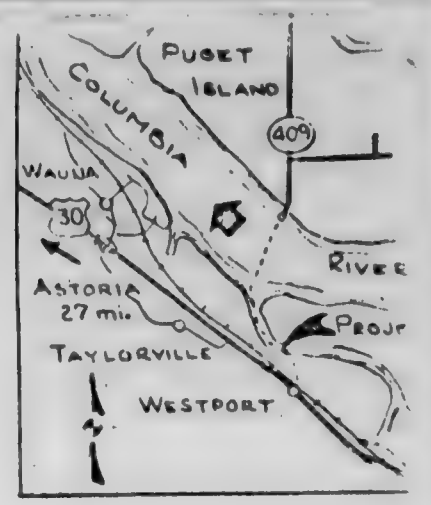
O O

ber bumper attached
de as shown.

NOTE: All elevations shown are M.S.L.

k (4'-6" free-board)
El. +2

und Line



VICINITY MAP
No Scale

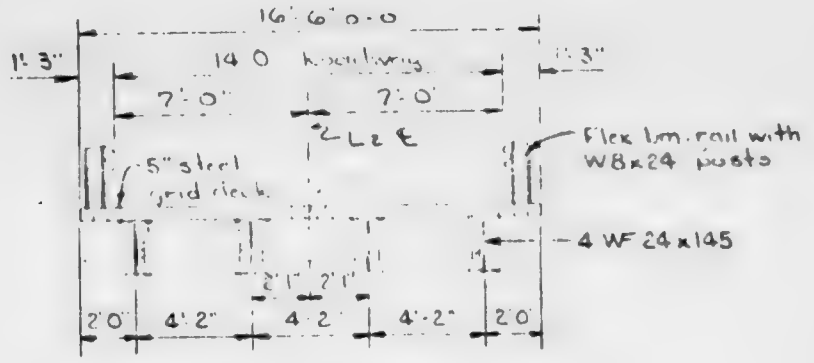
PLANS REVIEWED AND APPROVED BY:

John Dooley, Clatsop County Roadmaster 5/29/81

MAY 30

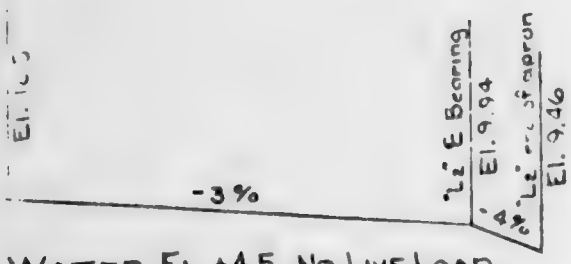
DO NOT

To Bridge 6-9-81



TYP. SECTION
Scale: ¼"-1'-0"

HYDRAULIC DATA					
FREQUENCY-YRS.	100	50	10	2	EXT. LOW
ELEVATION-MSL	11.1	10.8	9.8	7.0	-1.7



WATER EL. +4.5 - NO LIVE LOAD

NOTE: El. at ℄ bearing of float is approx. 1.6 ft. lower with max. L.L.

BOARD OF COUNTY COMMISSIONERS OF CLATSOP COUNTY, OREGON

By _____ Bob Westerberg, Chairman

By _____ Roger A. Berg, Commissioner

By _____ Don R. Church, Commissioner

Dated May 29, 1981

APPROVED

_____ P.E.
STRUCTURAL DESIGN ENGINEER

_____ P.E.
TECHNICAL SERVICES ENGINEER

DESIGNED K. EVOMUK
DRAWN L.W.
CHECKED
REVIEWED
REVIEWED
CALC BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

WESTPORT FERRY SLIP
WESTPORT FERRY SLIP SECTION
FAS A737 (COUNTY ROAD) - CLATSOP COUNTY

PRELIMINARY
PLAN AND ELEVATION

ACCOMPANIED BY DWGS

DATE 4-15-81
BRIDGE NO 16545

SHEET 1 OF
DRAWING NO 35834

1410

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Region II Engineer

ATTN: Phillip Stearns

DATE: May 20, 1981

DES 23
16545

FROM: J. E. Backstrand
Supervising Structural Design Engineer

ORIGINAL SIGNED
J.E. BACKSTRAND

SUBJECT: Westport Ferry Slip
Westport Ferry Slip Section
County Toll Ferry Road
Clatsop County
BR 16545

FAS-C

Attached are four reduced prints of Drawings 35834 and 35801 which are the preliminary plan and elevation and vicinity map for the subject structure. Also attached is a typical section and elevation of the proposed grading work.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is

Grading and Paving	$ 43,732
Structures	198,586
Engineering and Contingencies	48,464
TOTAL	$290,782

Please use these prints to obtain the approval of Clatsop County. Return one set of prints to this office as soon as possible with the appropriate approval stamped thereon.

We plan to have plans and specifications complete by the middle of September 1981. Calling for bids may be delayed due to unresolved problems in acquiring right of way.

RFE:jrb

Attachments

cc: H. A. Schell /w/ 1 set attach.
Engineering /w/ 1 set attach.
Local Government /w/ 1 set attach. and grading cost estimate
Environment (M. Banks) /w/ 1 set attach.
Chet Anderson, Resident Engineer, /w/ 1 set attach.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
MAY 21 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Contains Recycled Materials
81-125-1387

SP*75583-12

94.10

AGR

STATE OF OREGON

INTEROFFICE MEMO

TO: Jim Dixon
Region 2 R/W Supervisor

DATE: March 27, 1981

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: AGR 181
Westport Slough Ferry Slip
County Road 42
Clatsop County

MISC. CONTRACTS and
AGREEMENTS No. 7385

Attached is an original of the subject agreement for submission to the County and a copy for your files.

The project will be programmed...

...
...
Attach...

cc: C... Fredrickson, w...
Local Gov't Programs, ...
Finance, w...
Comm. Serv., w...ring.
Description, w...
Title, w...

941P

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

11-17-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: A737(1)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 10059

COUNTY NAME: Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter, State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 21 '80
REFER TO
FOR
Engr | Asst | R/D | D/R | Spec | Adt | Eng

11-21 orig Maehrens

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	11/17/80	Secondary A737	County Road

GENERAL LOCATION:

Westport Ferry Slip Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work
TEC $21,300 - F.F. $18,744
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 11/7/80.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11/17/80	G K Hoesner	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-855

9410

November 12, 1980

Board of County Commissioners
Clatsop County
729 Commercial Street
Astoria, OR 97103

AGR 4

Attention: Norma Hunsinger
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 235

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Westport Slough Ferry Slip on County Road No. 42.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

ACC

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: September 9, 1980

FROM: For D. E. Swan
Operation Programming Engineer

SUBJECT: FAS-C Project
Ferry Slip
Clatsop County
County Road # 42, FAS-A737

Clatsop County has requested the replacement of the Ferry Slip at Westport Slough. The structure is to be approximately 100 feet long with an 18-foot roadway. Also construct the approaches to the new structure, which will have 2-11' AC travel lanes and 1' gravel shoulders. State is to acquire any additional Right-of-Way and do the engineering.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	County Funds
Clatsop Co.	Westport Ferry Slip County Road # 42 FAS-A737	$185,000	$162,800	$11,100	$11,100

The region and this office have investigated the proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

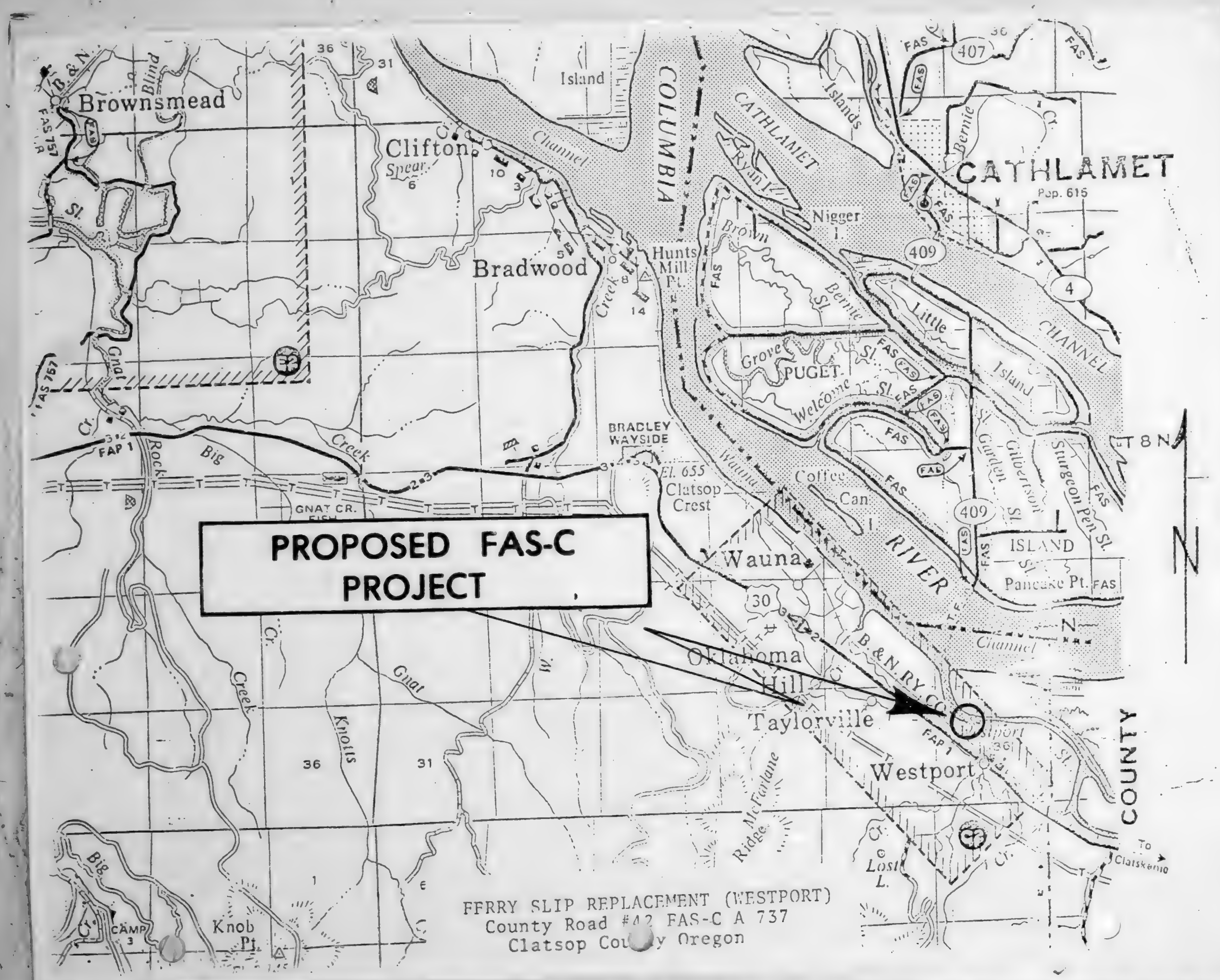
APPROVED BY:

H. S. Coulter
State Highway Engineer

Date 9/11/80

HR:pf
Attachment

Contains Recycled Materials
81-125-1387



FFRRY SLIP REPLACEMENT (WESTPORT)
County Road #42 FAS-C A 737
Clatsop County Oregon

9410

FAS A737

LOCATION PROSPECTUS

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Ferry Slip Replacement (Westport)

HIGHWAY NAME: County Road #42 - FA Rt # A-737

HIGHWAY NUMBER:

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	1	Clatsop	Westport

LENGTH: 0.1

MILEPOST NUMBER: TO

[ ] RURAL [X] URBAN

LOCAL GOVERNMENT PROJECT? [ ] YES [X] NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [ ] OTHER FAS-C

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [X] GRADING [XX] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Construct a new ferry slip on the Westport side of Westport Slough. This may either be done on or adjacent to the existing site depending upon the geometry and possibility of a detour if constructed on the existing site.

1 Versteeg ✓
Anderson
2 Christensen DCC
3 Olson
Sullivan
Terpin
Trout
C Wakerlig

RECEIVED
OCT 23 1980
ROAD DESIGN SECTION

Do Not File [ ]
Return To
Bring Up
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
360 - 1975	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
35	AASHTO	[ ] LIGHT [ ] MEDIUM [ ] HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 10/16/80

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen ✓ Watson W
Hager Dorn Leu
(Return) Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 9'	2 - 11'
SHOULDERS	2 - 1'	2 - 1'
MEDIANS		— —
PARKING LANES		— —
SIDEWALKS		— —
BIKEWAYS		— —
INTERCHANGES		— —
OTHER:		— —

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing by county	☒	☐	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☐	☒
Drainage	☐	☒	☐
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☐	☒
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☐	☒	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing _____	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☐	☒	Design Review	☒	☐	☐

Type _____

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

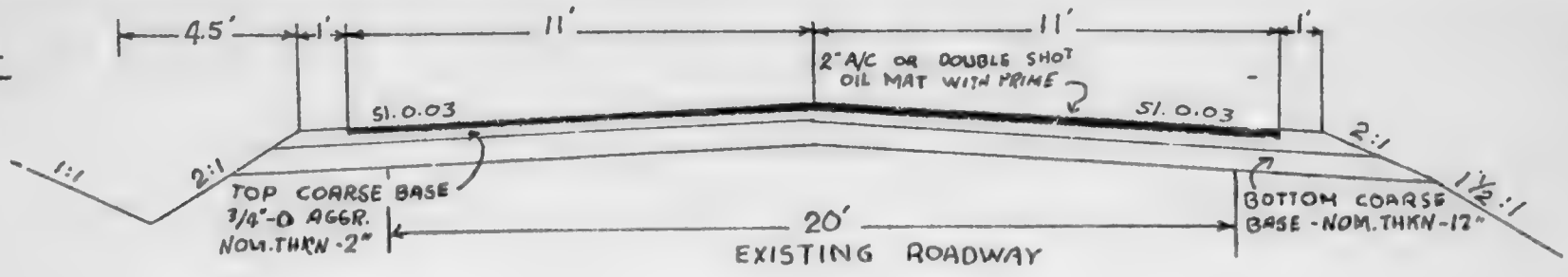
	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT		N/A
CORRIDOR APPROVAL		N/A
FIELD SURVEY	4	1
PRELIMINARY DESIGN		N/A
DESIGN APPROVAL/FINAL EIS		N/A
RIGHT-OF-WAY DESCRIPTIONS		1
RIGHT-OF-WAY ACQUISITION		8
P.S. & E. DOCUMENTS		5

RECOMMENDED CONSTRUCTION DATE: Late 1980 (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
From application A/C	2"	
Top course base	2"	
Bottom course base	12"	

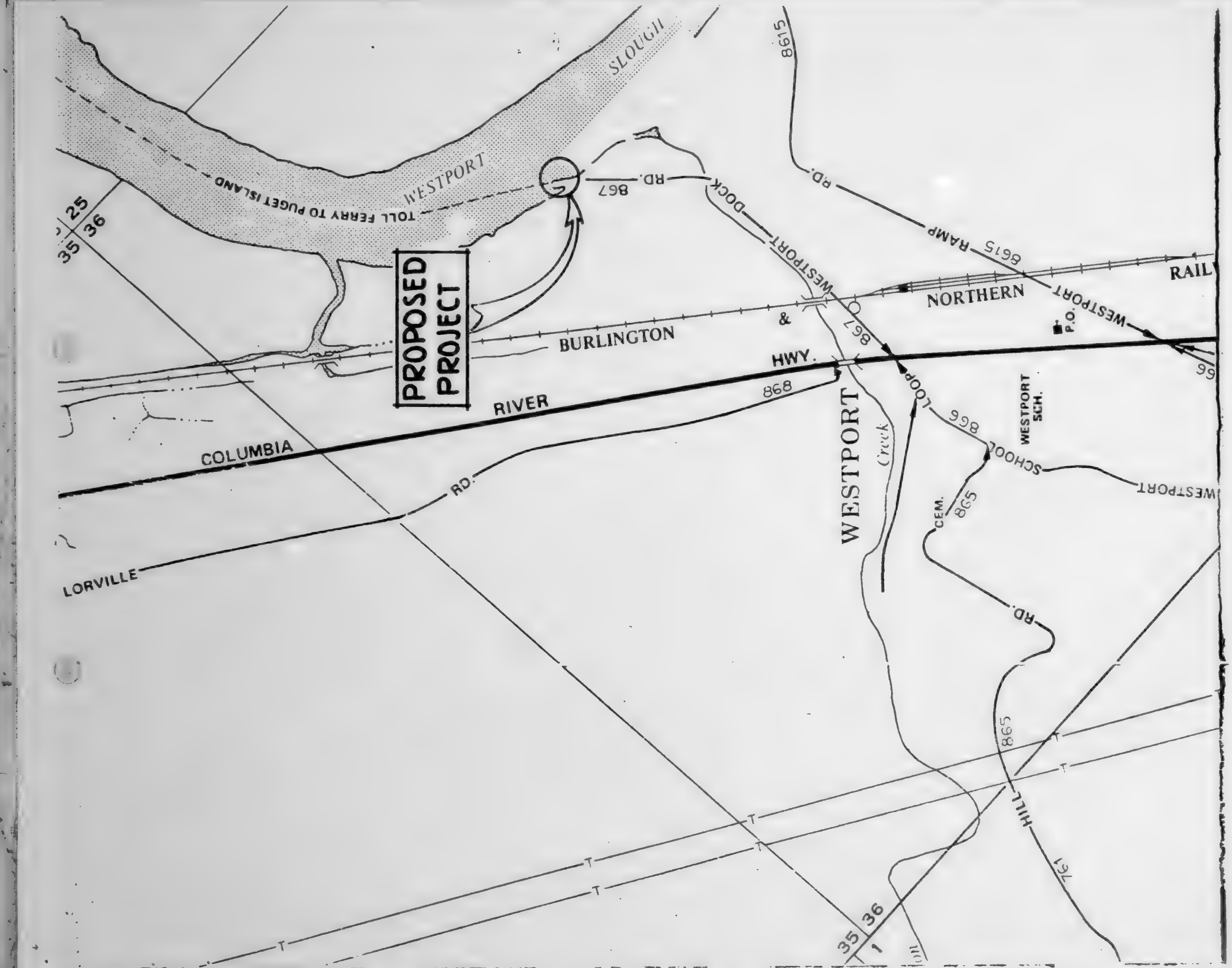
7 -



8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	15,000	21.300
RIGHT OF WAY	2,000	2.000
TRAFFIC CONTROL	1,000	2 500
ILLUMINATION		
STRUCTURES 90' Str. - 18' Roadway	152,000	152.000
RAILROAD		
ROADWAY	~~150,000~~ 15.000	15.000
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	185,000	$ 192.800

SUBMITTED BY _____


SLOUGH
WESTPORT
TOLL FERRY TO PUGET ISLAND
PROPOSED PROJECT
25
36
35
867
RD.
DOCK
WESTPORT
8615
RD.
RAMP
8615
RAIL
NORTHERN
WESTPORT
P.O.
BURLINGTON
&
HWY.
867
LOOP
866
WESTPORT SCH.
SCHOOL
WESTPORT
RIVER
COLUMBIA
868
RD.
WESTPORT
Creek
CEM.
865
RD.
LORVILLE
865
HILL
761
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5440

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Westport Ferry Slip Section

DATE: 10/14/80

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
OCT 16 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

[XXX] No significant conflict with the plans, policies or programs of state government have been identified ~~XXXX

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

INTERGOVERNMENTAL RELATIONS DIVISION
OCT 13 1980

P N R S STATE REVIEW

Project #: 8009 2 480 Due Date: OCT 10 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(X) Additional comments for project improvement. (Attach if necessary)

PNRS 8009-2-480 REMARKS (Please type or print legibly)

The Oregon Department of Fish and Wildlife has no objection to the Westport Ferry Slip Replacement Project in Clatsop County. However, the Department of Transportation will probably need a Section 10 permit from the Corps of Engineers for pile driving and could require a Division of State Lands Fill/Removal permit if fifty yards or more of fill material is placed below the ordinary high water level.

Agency Fish & Wildlife By James A. Hunter
Environmental Management Section
10/9/80

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

SEP 23 1980
RECEIVED
SEP 17 1980
DIVISION OF STATE LANDS

P N R S STATE REVIEW

Project #: 8009 2 480 Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By E. H.

F.H.W.A. 1410

To: D.L. Green
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd. 0.35 mi. N.W. of Westport "Westport Ferry Slip Section."	075	10059	RS-A737(1)	S A737	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

Clatsop 007

A-95 Review:

State Cl. Ho. ..... Exempt___ Date Approved 10-14-80 (PNRS 8009-2-480)

Dist. 1 Cl. Ho. ..... Exempt___ Date Approved 10-20-80 No Reply___

Project Environmental Assessment: FHWA Concurrence Dated 9-24-80

Major/Significant___(EIS) Major/Non-significant___(Neg.) Non-major___(None)
1-EIS___ 2-Draft Assessment & FONSI___ 3-Categorical Exclusion X

Notes: (1) Project in Congressional District 1.

(2) Included in FY '81 AP in summary of County FASC projects.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
___ Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 21,300
FF	$ 18,774
STATE	$ 1,263
Co.	$ 1,263

For PR-37:

Field Phase	$
PS&E Phase	$
Pro Rata	88.15%

REMARKS:
1) Attached is a copy of "Authority for Survey" & sketch map.

CL:bke

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
11-07-80	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

9410

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Project Category Request
Ferry Slip Replacement (Westport)
County Rd., Oregon Project RS-A737(-)
Clatsop County

Date: September 24, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your September 10, 1980, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, categorical exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

G. L. Green

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg II)

ENVIRONMENTAL SECTION
September 26, 1980

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
Surfacing Design
B. L. Gifford (2)
R. H. Prange
Phil Lewellyn
C. O. Fredrickson
Eddie Welsh
Eldon Everton
William Fretwell
Don Keyes (8)

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

ES-A737(-)

A. Project Identification:

Date August 29, 1980

Section Ferry Slip Replacement (Westport) City Westport Hwy. No. Co. Rd. #42

Highway County Road FAS-C A 737 Begin M.P. Length 0.1 mile

County Clatsop Program Estimate $185,000

Region 2 Funding Source FAS-C

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purposed project is to replace the functionally obsolete ferry slip at Westport. The Westport Ferry traverses Westport Slough between Westport and Puget Island and completes a highway link extending across the Columbia River to Cathlamet Washington. The ferry slip would be replaced at or adjacent to the present site. only the build or no-build alternatives are being considered.

C. Recommended Project Category and Documentation:

Project Category	Documentation
1	Draft and Final EIS
2	Environmental Assessment and Finding of No Significant Impact
XX 3	Categorical Exclusion

Other Documentation:

- ☐ Wetlands Finding
- ☐ Cultural Resource Survey
- ☐ Section 106 Procedures
- ☐ Noise Study Report
- ☐ Indirect Source Construction Permit
- ☐ Section 4(f) Determination

Basis for Recommended Category:

In accordance with FHPM 7-7-2 paragraph 10 (e) replacement of an existing structure is ordinarily considered to be a non-major action. Construction within the Columbia River estuary would be confined to the driving of piles for structure support and dolphins. No significant impacts to a critical natural environment have been identified.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved, Gravel)	1 ft. (Gravel)	1 ft. (Gravel)
Average Daily Traffic (Volume/Year)	360 (1975)	500 (2000)
Alignment (New, Combined, Existing)		
Speeds (Posted/Estimated)	55 mph (Subject to basic rule)	

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0.2± acres
Estimated Number of Parcels	1
Residential Relocation (No.)	0
Business Relocation (No.)	0

Right of way would be from an old sawmill site. Except for piling left in the slough all buildings and equipment have been removed and the area is returning to a natural state.

2. Estimated Impact on Land Use:

It is not anticipated that replacing the existing ferry slip would have any impacts on existing or proposed land use.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No changes in traffic volumes, flow, or patterns would occur as a result of the proposal. Highway safety would be improved.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Replacement of the ferry slip would require some pile driving in the Columbia River estuary and some fill on the stream bank possibly extending to the low water level.
Plympton Creek, a popular salmon fishing stream adjacent to the ferry slip, would not be impacted by the proposal.

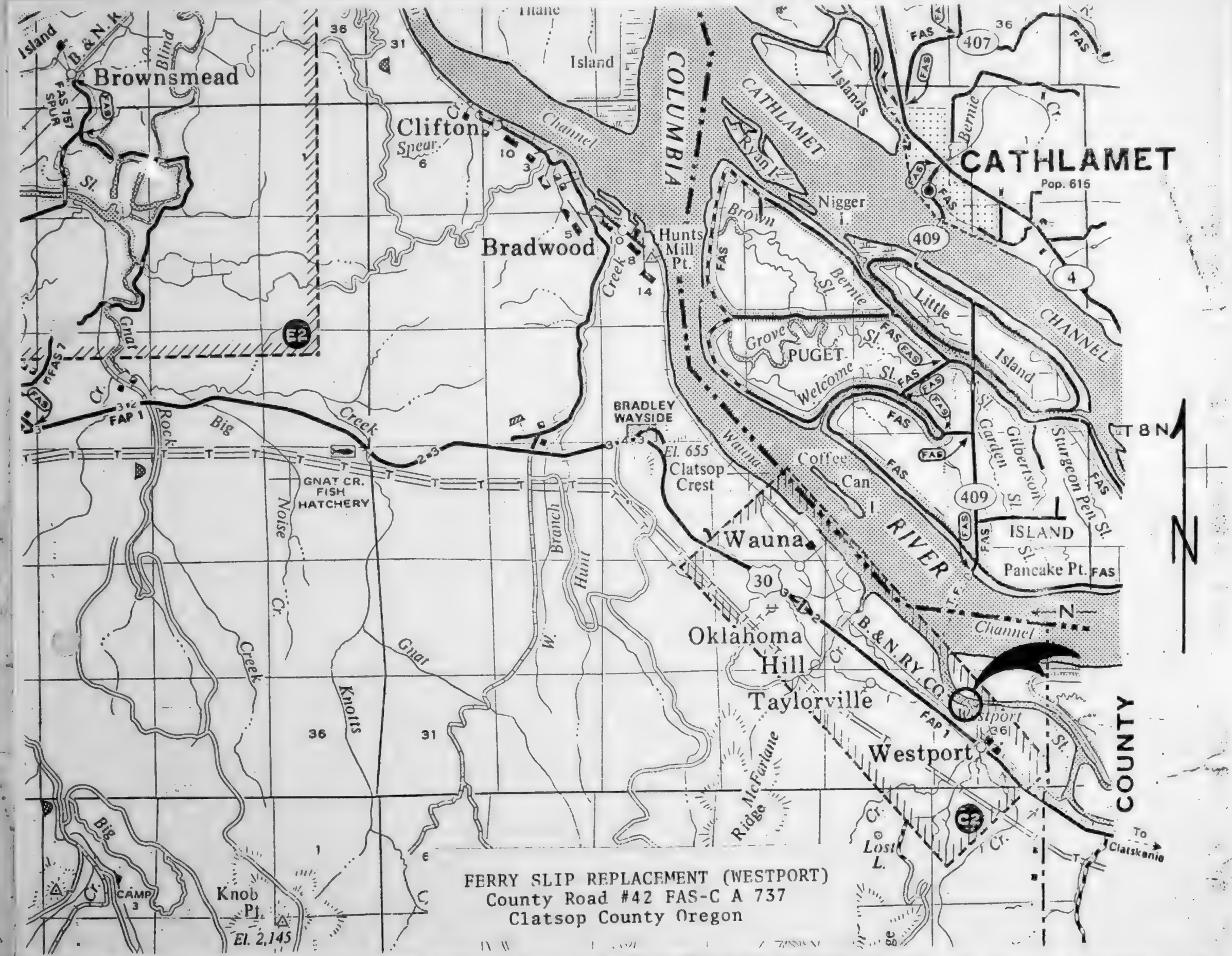
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None identified. The area has been completely modified by the old sawmill development. Dolphins and support piling for the existing ferry slip would be removed. Piling left from the old sawmill operation would be left in place.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: Eddie Y. Welsh 378-2626



FERRY SLIP REPLACEMENT (WESTPORT)
County Road #42 FAS-C A 737
Clatsop County Oregon

9410

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

In Reply Refer to
File No.
PRO 6

September 11, 1980

TO Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental
Council
P.O. Box 488
Cannon Beach, Oregon 97110

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 1
Section: Westport Ferry Slip Section
Highway: FAS-A737 County Road
County: Clatsop

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 16, 1980.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg (3)
Gary Potter
W. J. Hart
Reg. 2 Engr: C.O. Fredrickson
Dis. 1 Engr: E.L. Everton
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
SEP 15 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway				
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310			
04	12] CONTACT PERSON [45 D. E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563		
01	12] PROJECT TITLE [71 Westport Ferry Slip Section					
11	12] PROJECT LOCATION—CITY FAS-A737 County Road	PROJECT LOCATION—COUNTY Clatsop	PROJECT LOCATION [79 SEC: T: R:			
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) The purposed project is to replace the functionally obsolete ferry slip at					
06	12] [71 Westport. The Westport Ferry traverses Westport Slough between Westport and					
07	12] [71 Puget Island and completes a highway link extending across the Columbia River					
08	12] [71 to Cathlamet Washington. The ferry slip would be replaced at or adjacent to					
09	12] [71 the present site. Only the build or no-build alternatives are being considered.					
10	12] [71					

	AMOUNT REQUESTED—FEDERAL FUNDS	NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19 / 20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	163,000 / ---	10,950	10,950	---	185,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: Sept. 12, 1980

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 Oct. / 43] DAY [44 16 / 45] YEAR [46 1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Sept. 12, 1980

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

9410

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date August 29, 1980

Section Ferry Slip Replacement (Westport)
Highway County Road FAS-C A 737
County Clatsop
Region 2
(Attach Sketch Map)

City Westport Hwy. No. Co. Rd. #42
Begin M.P. Length 0.1 mile
Program Estimate $185,000
Funding Source FAS-C

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purposed project is to replace the functionally obsolete ferry slip at Westport. The Westport Ferry traverses Westport Slough between Westport and Puget Island and completes a highway link extending across the Columbia River to Cathlamet Washington. The ferry slip would be replaced at or adjacent to the present site. only the build or no-build alternatives are being considered.

C. Recommended Project Category and Documentation:

Project Category	Documentation
1	Draft and Final EIS
2	Environmental Assessment and Finding of No Significant Impact
XX 3	Categorical Exclusion

Other Documentation:

- [x] Wetlands Finding
- [ ] Cultural Resource Survey
- [ ] Section 106 Procedures
- [ ] Noise Study Report
- [ ] Indirect Source Construction Permit
- [ ] Section 4(f) Determination

Basis for Recommended Category:

In accordance with FHPM 7-7-2 paragraph 10 (e) replacement of an existing structure is ordinarily considered to be a non-major action. Construction within the Columbia River estuary would be confined to the driving of piles for structure support and dolphins. No significant impacts to a critical natural environment have been identified.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved, Gravel)	1 ft. (Gravel)	1 ft. (Gravel)
Average Daily Traffic (Volume/Year)	360 (1975)	500 (2000)
Alignment (New, Combined, Existing)		
Speeds (Posted/Estimated)	55 mph (Subject to basic rule)	

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0.2± acres
Estimated Number of Parcels	1
Residential Relocation (No.)	0
Business Relocation (No.)	0

Right of way would be from an old sawmill site. Except for piling left in the slough all buildings and equipment have been removed ad the areas is returning to a natural state.

2. Estimated impact on Land Use:

It is not anticipated that replacing the existing ferry slip would have any impacts on existing or peroposed land use.

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6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: Eddie Y. Welsh 378-2626

9410

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

August 26, 1980

FROM: Loren A. Weber
Region Location Engineer

TO: Philip O. Stearns
Region Federal Aid Engineer

SUBJECT: Authority for Survey
Draft Prospectus
Ferry Slip Replacement
City of Westport
Clatsop County

I have attached an Authority for Survey and draft prospectus to cover the preliminary engineering on the subject project.

The estimated costs for the Region function are:

901 - Field	$4,000
910 - Soils	750
911 - Traffic	50
914 - Utilities	300
923 - Environmental	200
926 - Foundation	1,500

Region recommends a Category 3. There are waterways involved.

9410

(WFS 0001)

TO ACCTG 11-24-80 /

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

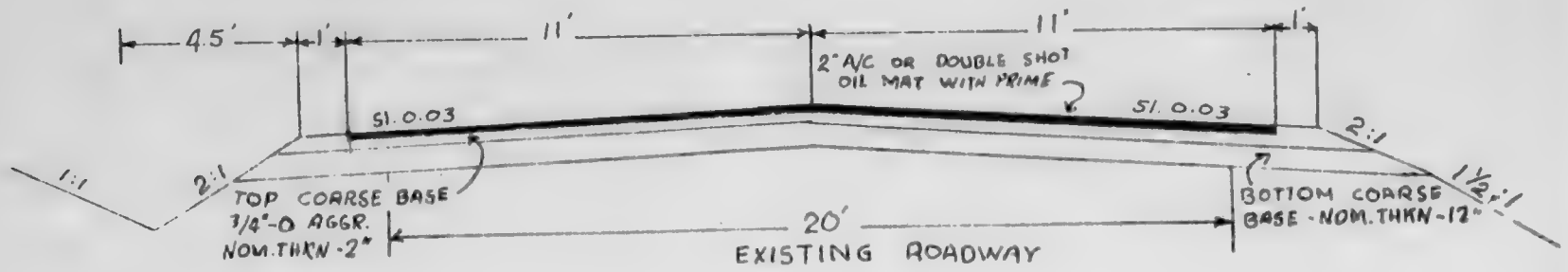
Section Ferry Slip Replacement (Westport) FAS-C Date 8/26/ 19 80

Highway County Road #42-FA Rt # A-737 Authorization No. 1

County Clatsop Survey Prefix 504-1948 (Assigned by Salem office)

Description of termini, route, length, etc.:

Vicinity of existing ferry slip ramp in Westport. Approximate length of survey 0.1 miles including roadway work.



Purpose of survey:

Prepare plans, specifications and cost ~~estimate~~ to construct new ferry slip on or adjacent to the existing site.

RS-A737(1)
11-17-80

Estimate of Costs:

Resident Engineer	(001)	$4,000	Recon & Hydrology	(018)	200
Final Design	(005)	1,500	Project Management	(020)	50
Bridge Design	(006)	10,000	Specifications	(021)	1,200
R/W Descriptions	(009)	800	Adm. Serv. (Eng.)	(022)	50
Soils & Geology	(010)	750	Environmental	(023)	300
Traffic	(011)	50	Foundation Investigation	(026)	2,000
R/W Liaison	(013)	100			
Utility Liaison	(014)	300			

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey

Total estimated cost of survey . . . . . $ 21, 00

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

for Assistant State Highway Engineer

SP*19760-734

1p

COST ACCOUNTING
FOR
SURVEY AUTHORITY

Project Management: WF50091 | Prefix: 504/1948 | Project Type:

Description: FERRY SLIP REPL (WEST PORT)

Region # 2 | Highway # 1737 | County # 04

MAJOR CLASS: Federal X | State ____ | Maintenance ____ | ORS ____

FUNCTION NUMBER DISTRIBUTION | AUTHORIZATION # 1

		ORIGINAL	REPLACEMENT
Resident Engineer	901	4 000	
Citizens involvement	902		
Payment to local government	903		
Consultant fees	904		
Final Design	905	1 500	
Bridge Design	906	10 000	
Preliminary Design	907		
Field testing section (construction)	908		
Right of way descriptions	909	800	
Soils and geology	910	750	
Signing (traffic department)	911	50	
Landscape department	912		
Right of way - liaison & relocation	913	100	
Utility liaison	914	300	
Audits by Accounting Section	915		
Photogrammetry	916		
Inventory needs	917		
Reconnaissance and Hydrology	918	200	
Engineering graphics	919		
Project Management	920	50	
Specifications	921	1200	
Administrative Services-engineering	922	50	
Environmental Section	923	300	
Department of Transportation	924		
Air Monitoring	925		
Foundation investigation	926	2000	
Training courses, conferences & seminars	950		
Employee relocation assistance program	955		
Personal leave,	960		
Historical sites inventory	975		
Public hearing charges	980		
EIS monitoring expense	985		
"Non-State" employees travel	986		
TOTAL		21,300 ~~21,206~~	

REVISIONS:

Description

Flag No Further Chg. (11 Punch)

Remove Flag (0 Punch)

Change Prefix 11-24-80 From ____ To ____

Ken Thomas

14.9410

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: 8/26/80

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Ferry Slip Replacement (Westport)

HIGHWAY NAME: County Road #42 - FA Rt # A-737

HIGHWAY NUMBER:

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	1	Clatsop	Westport

LENGTH: 0.1 | MILEPOST NUMBER: TO | ☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO | IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER FAS-C

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct a new ferry slip on the Westport side of Westport Slough. This may either be done on or adjacent to the existing side depending upon the geometry and possibility of a detour if constructed on the existing site.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
360 - 1975	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
35		☐ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 9'	2 - 11'
SHOULDERS	2 - 1'	2 - 1'
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing by county	☒	☐	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☐	☒
Drainage	☐	☒	☐
River _____	☐	☐	☐
Stream _____	☐	☐	☐
Storm Sewer	☐	☐	☐
Sanitary Sewer	☐	☐	☐
Right of Way	☐	☐	☒
Simple Acquisition	☐	☐	☐
Complex Acquisition	☐	☐	☐
Relocations	☐	☐	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☐	☐
Access Control	☐	☐	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☐	☐
Separated	☐	☐	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☐	☒
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☐	☒
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☐	☐
Negative Declaration	☐	☐	☐
Environmental Impact Statement	☐	☐	☐
4-F Statement	☐	☐	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☐	☒

Type _____

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☒	☐	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

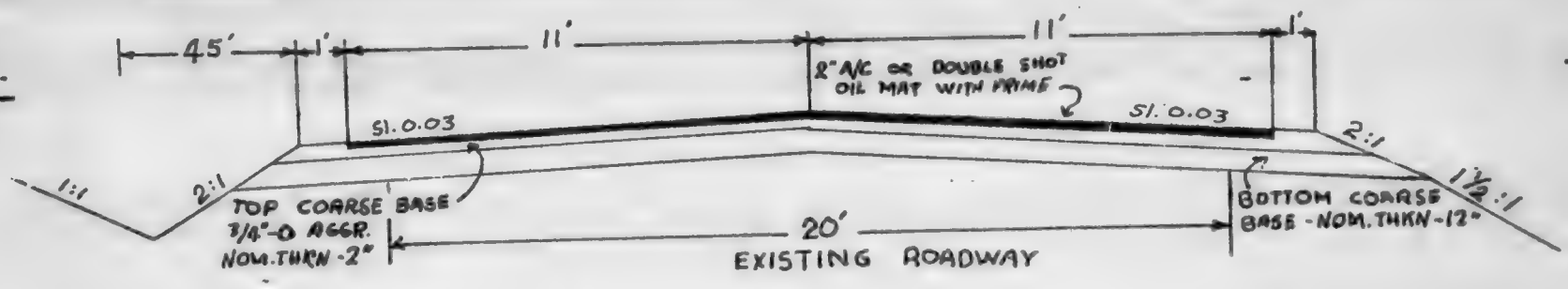
	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	(4)	1
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE: Late 1980 (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
From application A/C	2"	
Top course base	2"	
Bottom course base	12"	

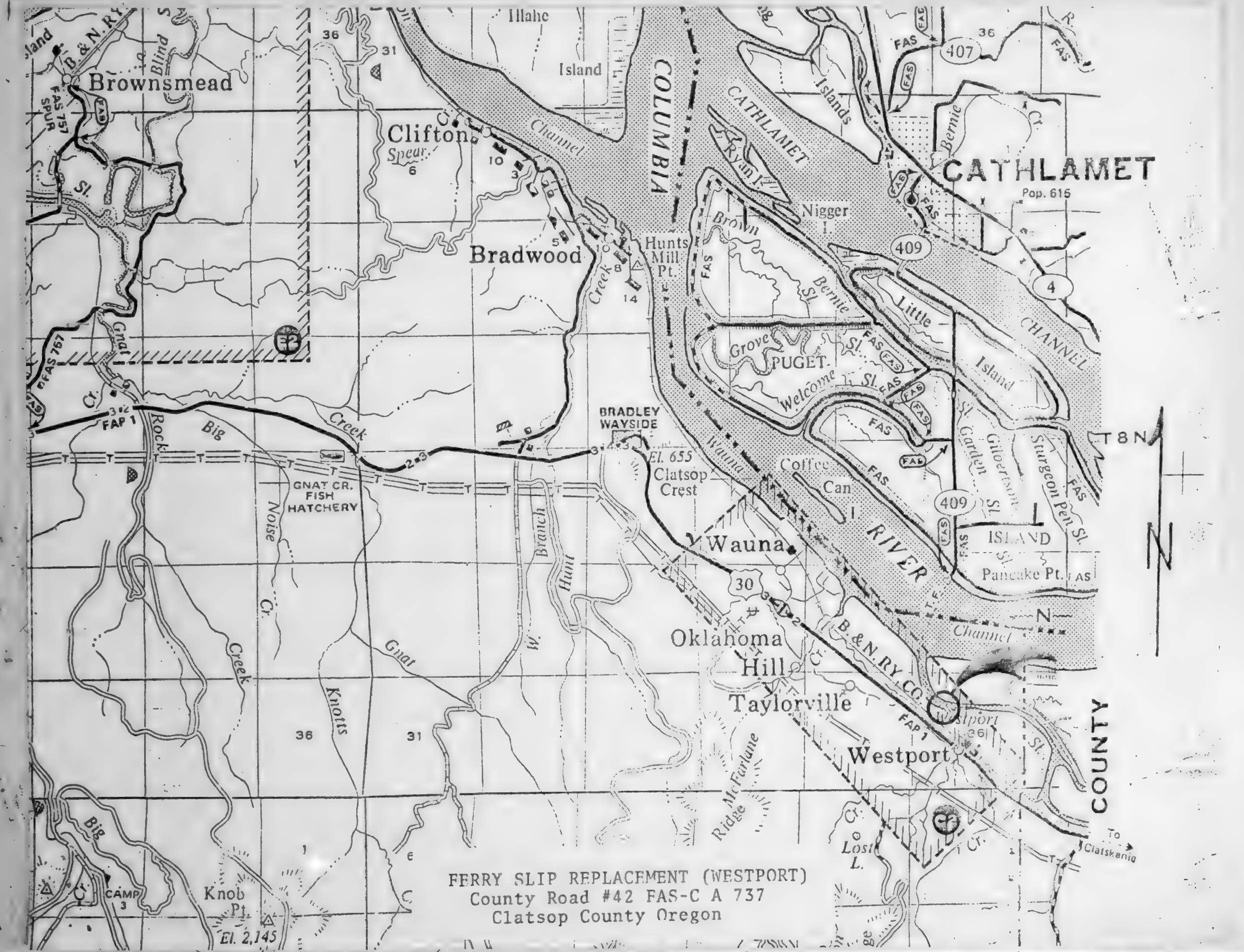
7 -



8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	15,000	
RIGHT OF WAY	2,000	
TRAFFIC CONTROL	1,000	
ILLUMINATION		
STRUCTURES	152,009	
RAILROAD		
ROADWAY	150,000	
OTHER		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	185,000	

SUBMITTED BY _____



FERRY SLIP REPLACEMENT (WESTPORT)
County Road #42 FAS-C A 737
Clatsop County Oregon

7-110. 5-1-70

FEDERAL AID PROJECT REQUEST

Date _____

Applicant Agency Clatsop County
Request for: Off-System ____, FAS-C XX, FAUS ____ Project
Federal Aid Route No. A-737 Route Name County Road # 42
Project Name Westport Ferry Slip

Project Length 0.1 Miles Project Location (Attach sketch map)
Project Description Construction of a Ferry Slip on Westport Slough

Average Daily Traffic 360, 1975 Count Design Speed Basic Rule

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18' Travel Lanes 2 Shoulders 2'
Medians None Parking None
Sidewalks None
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 22' Travel Lanes 2 Shoulders 1'
Medians No Parking No
Curbed No Length Curb Radii None
Sidewalk/Bikeway No
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40-60' Minimum 40' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No XX

3. Will additional right-of-way be needed? Yes To be determined No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes XX No ____
Remarks State to perform R/W Acquisition

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Section 36, T.8N., R.6W., W.M. North End County Rd. # 42 on Westport Slough

Type 95.5' Timber Span and Ramp

Approach Roadway Width 18' Shoulder Width 2'

Length 20½'Apron,61'Span,14'Ramp Width 14', Apron 20'-14'

To remain in place? No

2. Proposed Structure:

Location Replace existing structure at or adjacent to present site

Approximate Size: Length To be determined Width

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No XX

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Clatsop County Engineer or Roadmaster Office
2. Environmental — Clatsop County Engineer or Roadmaster Office
3. Public Hearing — Clatsop County Engineer of Roadmaster Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State XX Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State XX Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No XX
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 15,000.00
Right-of-way costs (if participating)	2,000.00
Traffic control	1,000.00
Illumination	0.00
Structures	152,000.00
Railroad	0.00
Other_____	0.00
Preliminary engineering	15,000.00
PROJECT TOTAL	$ 185,000.00

Remarks_____

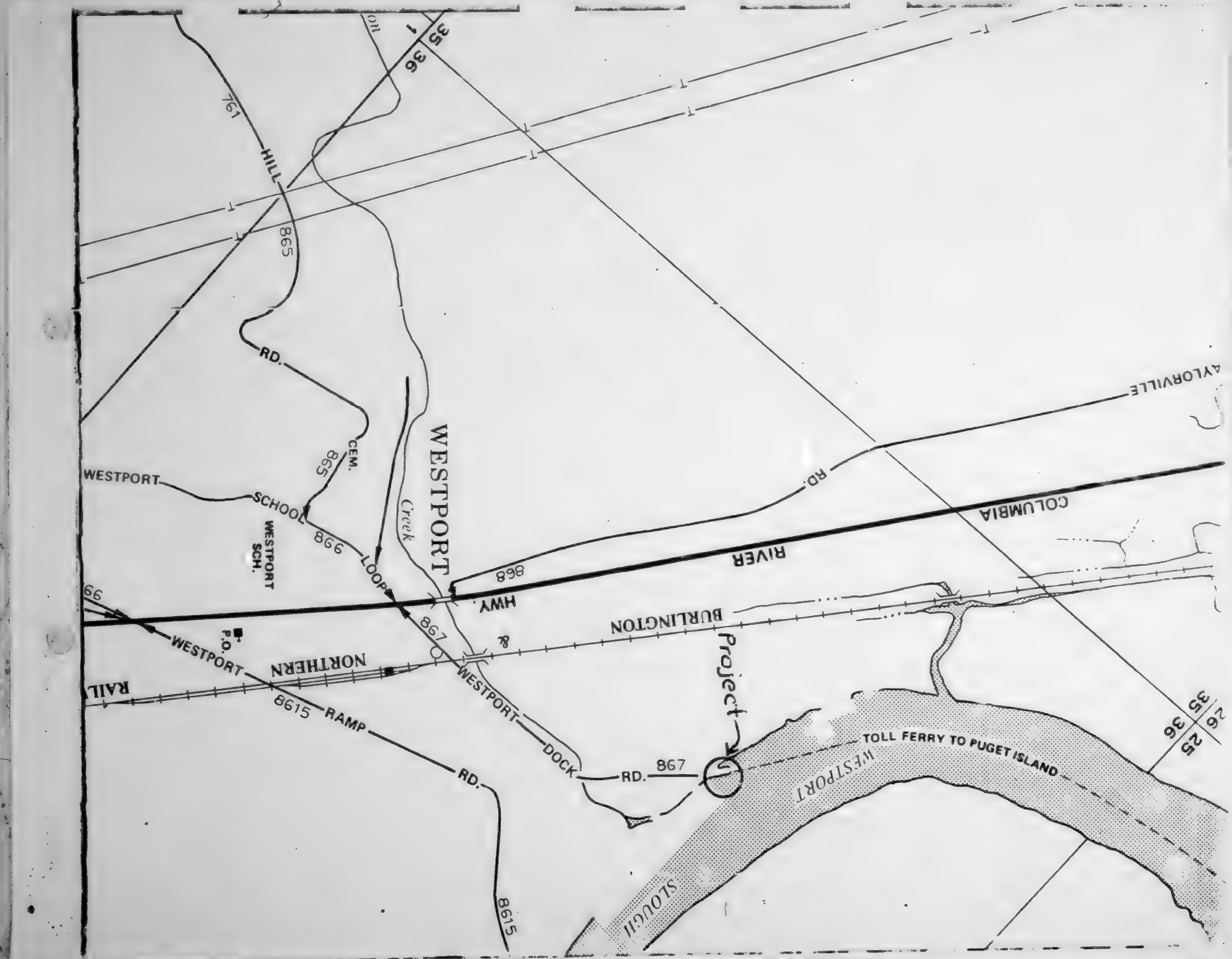
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Clatsop County COUNTY

By_____ By Don O'Corkill

By_____ By Bob Wentz

By_____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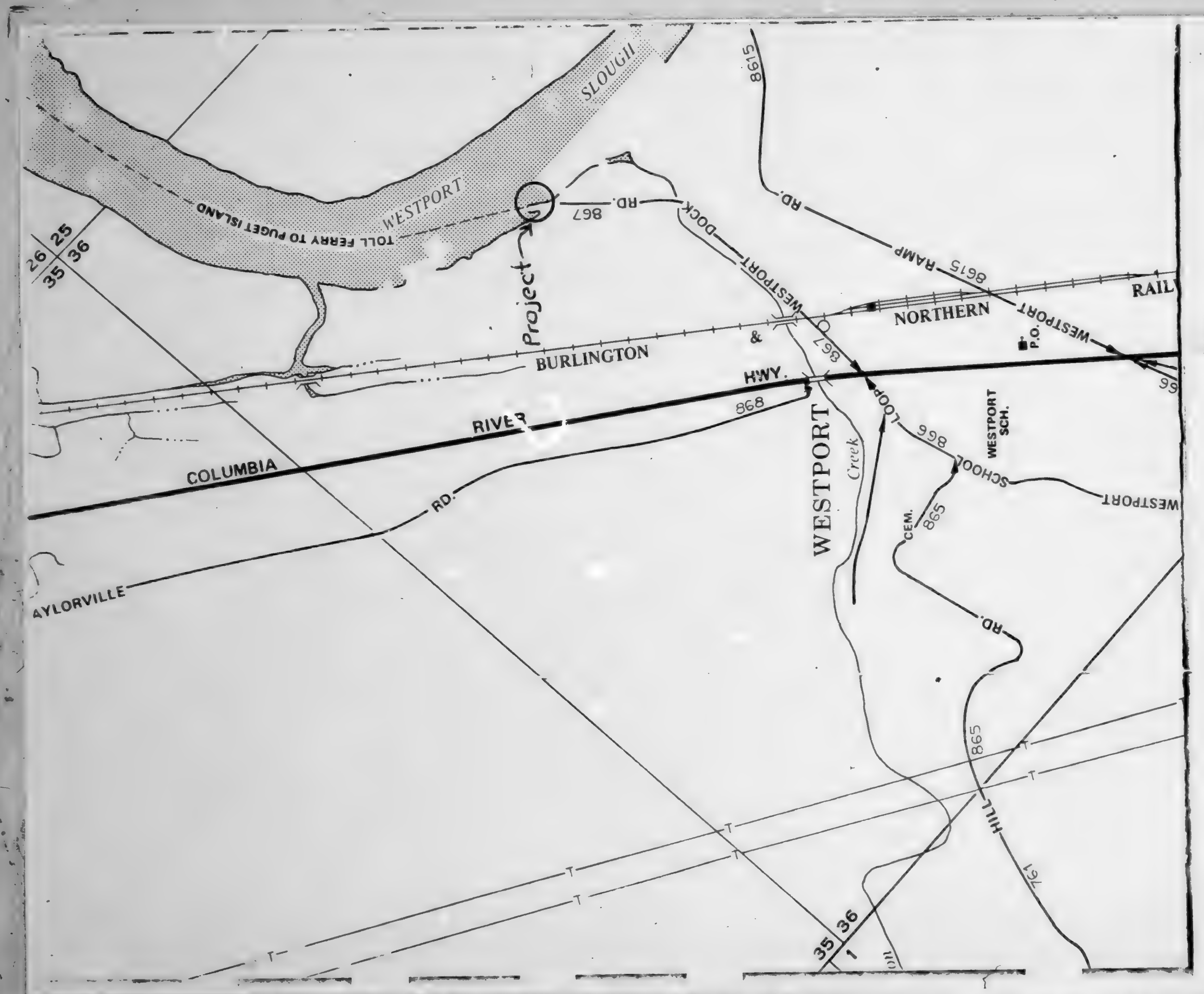
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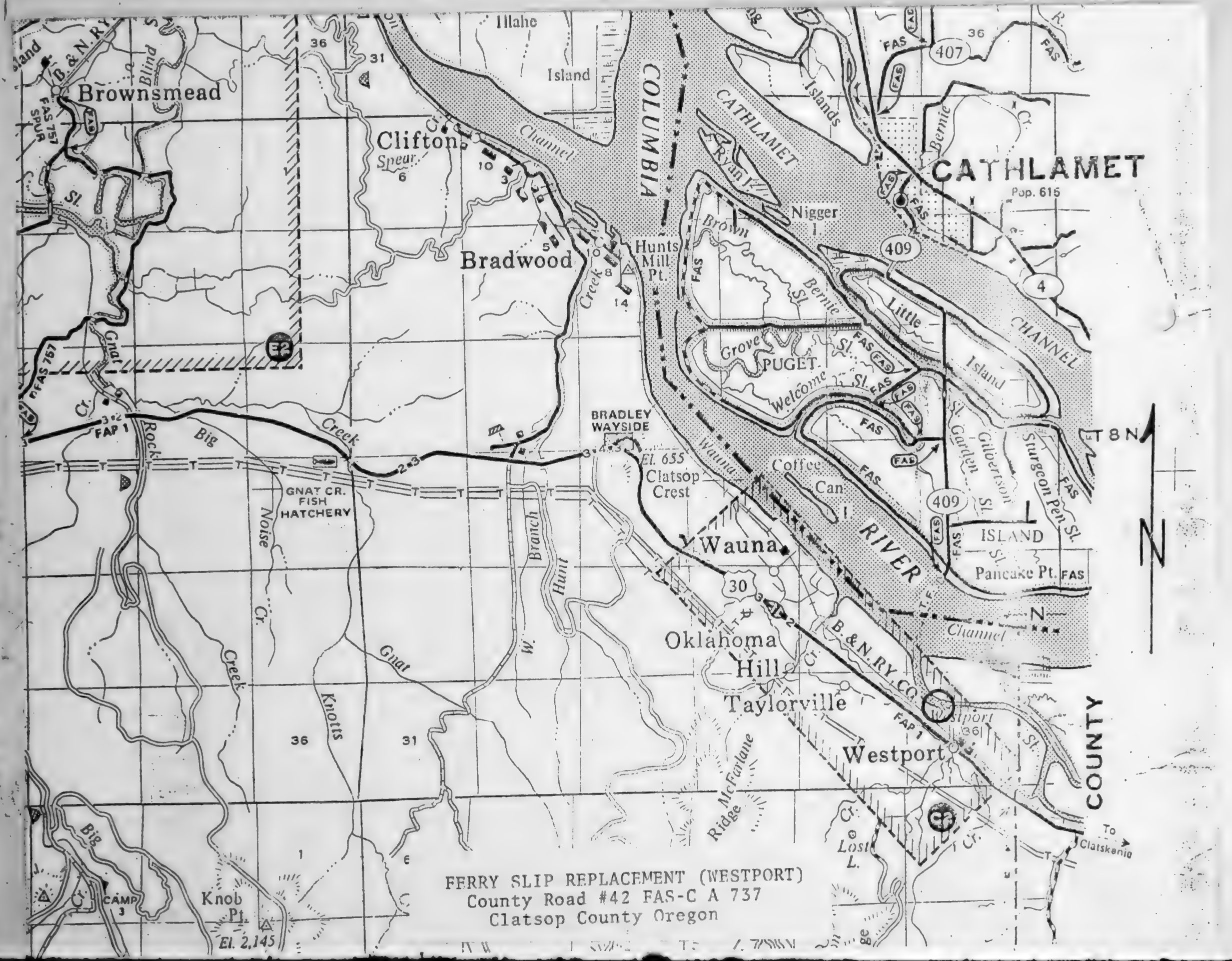
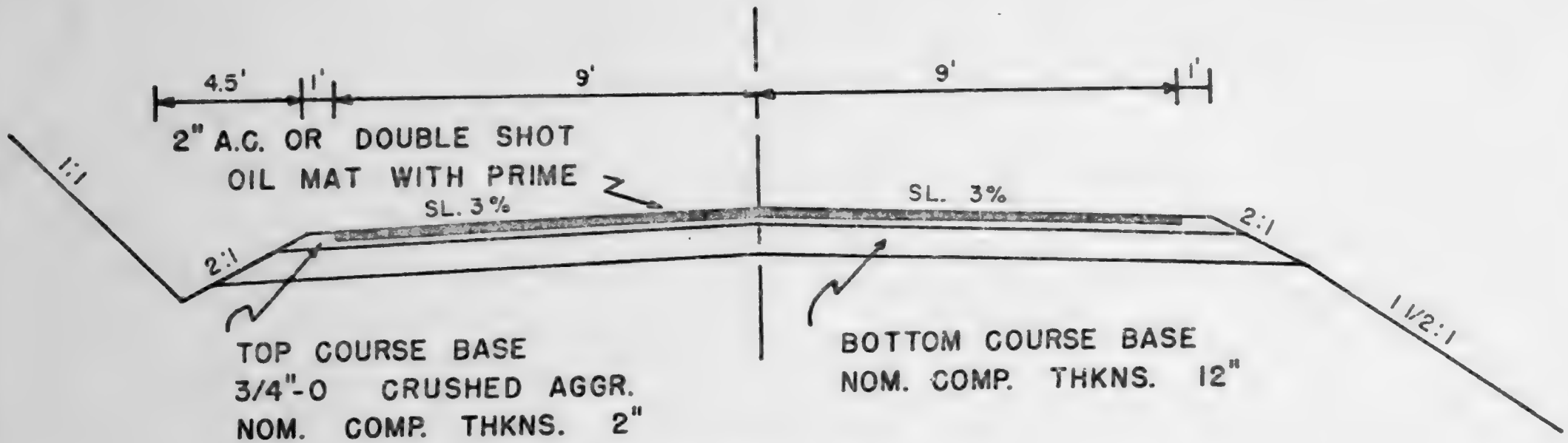


FERRY SLIP REPLACEMENT (WESTPORT)
County Road #42 FAS-C A 737
Clatsop County Oregon



EXISTING

NOTE:

(1) CONSTRUCTION OUTSIDE R/W LINE SHALL REQUIRE SLOPE EASEMENT.
(2) SUB-BASE AND BASE COMPACTED TO 95% MAXIMUM DENSITY.
(3) HORIZONTAL AND VERTICAL ALIGNMENT TO MEET A.A.S.H.O. STANDARDS FOR A DESIGN SPEED OF 35 M.P.H.

APPROVAL:

DATE

---- _____ COMMISSIONER

---- _____ COMMISSIONER

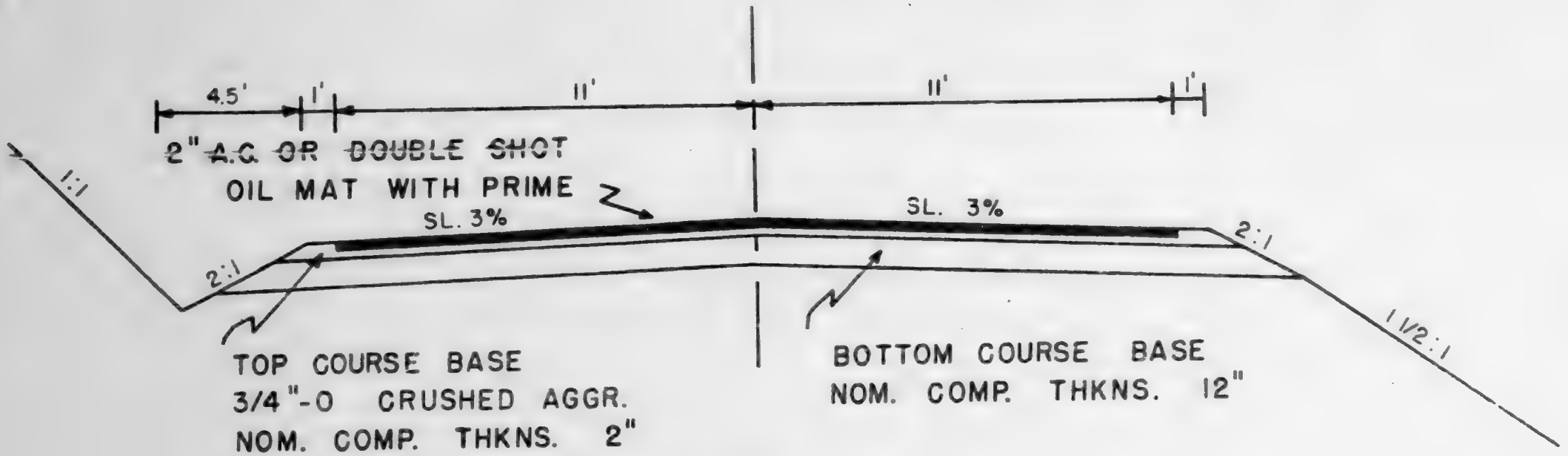
---- _____ COMMISSIONER

---- _____ ROAD MASTER

CLATSOP COUNTY
ROAD DEPARTMENT

DESIGN STANDARD
CLASS A-20

DATE	SCALE: NONE	DRAWN BY ST



DESIRED

NOTE:

(1) CONSTRUCTION OUTSIDE R/W LINE SHALL REQUIRE SLOPE EASEMENT.
(2) SUB-BASE AND BASE COMPACTED TO 95% MAXIMUM DENSITY.
(3) HORIZONTAL AND VERTICAL ALIGNMENT TO MEET A.A.S.H.O. STANDARDS FOR A DESIGN SPEED OF 35 M.P.H.

APPROVAL:

DATE

---- _____ COMMISSIONER

---- _____ COMMISSIONER

---- _____ COMMISSIONER

---- _____ ROAD MASTER

CLATSOP COUNTY
ROAD DEPARTMENT

DESIGN STANDARD
CLASS R-24

DATE	SCALE: NON...	DRAWN BY
		T

1982 SPRR Xing-Lebanon Ditch Sec. 9411
of the Santiam Highway.
(Grading and Paving)

94/11

STATE COPY 5

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 10-170		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Linn
MODIFICATION NUMBER 2	10-24-83	Project Number F-21-2(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 21 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 333,000.00	$ 337,680.00
Federal funds	$ 293,639.00	$ 297,766.00
Other revisions		

This modification is made for the following reasons: to include increase in construction items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of October , 1983 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry L. Potter

Manager, Program Section
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon October 20, 1983

Federal-Aid Project No. F-21-2(10)

SPRR X'ing-Lebanon Ditch Section
Santiam Highway
Linn County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Grade & Pave (Sta. 781+10 to 809+17)

Subtotal of previous estimate of April 12, 1983				$	291,032.70
Previous Estimate					
Temporary Signs	216	Sq. Ft.	20.00	$	4,320.00
Revised Estimate					
Temporary Signs	450	Sq. Ft.	20.00	$	9,000.00
			Increase	$	4,680.00
			Subtotal		295,712.70
			Engineering		41,967.30
			Total	$	337,680.00
Length of Project					0.0 mi.
Federal Funds				$	297,766.00
State Funds					39,914.00
Total				$	337,680.00

Group 1 100%
Contract No. 9411
Prefix: 22-1989
Prefix: 22-1008

9411

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 4-68		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Linn
MODIFICATION NUMBER 1	4-18-83	Project Number F-21-2(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 21, 1981, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 321,180.00	$ 333,000.00
Federal funds	$ 283,216.00	$ 293,639.00
Other revisions		

This modification is made for the following reasons: To include increase in construction Items

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of April, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Program Section Manager
(Title)

XXX By: H.S. Coulter
State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon April 12, 1983

Federal-Aid Project
No. F-21-2(10)

SPRR Xing - Lebanon Ditch Section
Santiam Highway
Linn County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Grade & Pave (Sta. 781+10 to 8091+17)

Subtotal of previous estimate of Dec. 11, 1981		$ 282,978.70
Additional Items		
Driveways (P.A #1)	All Required	$ 5,454.00
Replace Signal Loops (S.F.O #2)	All Required	2,600.00
		$ 8,054.00
Increase		$ 8,054.00
Subtotal		291,032.70
Engineering		41,967.30
Total		$ 333,000.00

Length of Project ----------	0.0 mi.
Federal Funds ----------	$ 293,639.00
State Funds ----------	39,361.00
Total --	$ 333,000.00

Group 1: 100%
Contract No.: 9411
Prefix: 22-1989
Prefix: 22-1008

9411

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 12-263	**FEDERAL-AID PROJECT AGREEMENT** 12/21/81	Oregon County Linn Project No. F-21-2(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SPRR X1ng-Lebanon D1tch

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-28-81	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 321,180.00	$ 283,216.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Asst. State Highway Engineer
(Title)

XXX By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

FOR: Dale E. Wilken

Date executed by Division Administrator DEC 2 1 1981

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon December 11, 1981

Federal Aid Project
No. F-21-2(10)

SPRR X'ing-Lebanon Ditch Section
Santiam Highway
Linn County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Grade & Pave (Sta. 781+10 to 809+17)

Mobilization		All Required	$ 8,740.00
Temporary Protection and Direction of Traffic		All Required	5,000.00
Temporary Signs	216 Sq. Ft.	20.00	4,320.00
Temporary Barricades	10 Each	60.00	600.00
Sequential Arrow Signs	2 Each	200.00	400.00
Flagmen	400 Hour	14.00	5,600.00
General Excavation	4,610 Cu. Yd.	4.80	22,128.00
Finishing Roadbed and Slopes		All Required	1,680.00
Cement Treated Base Mixture	7,740 Ton	6.30	48,762.00
Portland Cement in CTB Mixture	425 Ton	74.00	31,450.00
Class "B" or Class "C" Asphalt Concrete	3,900 Ton	27.75	108,225.00
Membrane Waterproofing	150 Sq. Yd.	10.00	1,500.00
3-inch Poluethulene Drain Pipe	4,858 Lin. Ft.	5.95	28,905.10
Filter Fabric	2,433 Sq. Yd.	0.70	1,703.10
Gravel in Drains	171 Cu. Yd.	15.50	2,650.50
Adjusting Manholes	17 Each	275.00	4,675.00
Adjusting Inlets	24 Each	110.00	2,640.00
			$278,978.70

Anticipated Items

Permanent Pavement Striping	All Required	$ 4,000.00
	SUBTOTAL	$282,978.70
	Engineering	38,201.30
	TOTAL	$321,180.00

Length of Project ---------- 0.00 mi.

Work Retained in Program

Replace Signal Loops	All Required	$ 2,600.00

Federal Funds 88.18% ----------	$283,216.00
State Funds ----------	37,964.00
TOTAL	$321,180.00

Group 1	100%
Contract No.	9411
Prefix:	22-1989
Prefix:	22-1008

9411 C

16

ROAD DESIGN SECTION 378-6558

C. O. Fredrickson
Region 2 Engineer, SALEM

August 24, 1983

W. H. Wakerlig
Right of Way Descriptions Supervisor

SPRR X'ing-Lebanon Ditch Section
Santiam Highway
Linn County

We are forwarding herewith three reproducible maps (6B-22-2, 7B-13-2 and 8B-18-23) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Designer Draftsman

ALD:rlr
Attachment

Versteeg
Anderson
Adams
Macnab
Stoudenmayer
Terpin
Trost
Wakerlig

RECEIVED
AUG 24 1983
ROAD DESIGN SECTION

Do not File
Return to
Bring Up
Action

9411

January 12, 1983

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9411

Gentlemen or Ladies:

On December 30, 1982, we wrote to you concerning release of final payment on Contract No. 9411 awarded to Morse Bros., Inc., for work on the S.P.R.R. Crossing-Lebanon Ditch Section of the Santiam Highway in Linn County.

Final payment on this contract is $1,512.84 and the total contract amount is $278,866.18. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9411

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-21-2(10)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Linn

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10011

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/10/82

8. FEDERAL ROUTE NUMBER: Primary 21

9. STATE ROUTE NUMBER: Primary 16

10. GENERAL LOCATION:

SPRR X'ing - Lebanon Ditch

11. GENERAL DESCRIPTION OF WORK

Repair storm sewer

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/10/82 as requested in Mr. Keasey's letter of 12/29/82 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 3 representing work to be done by City of Lebanon Forces is approved for a TEC of $2,500 Federal Funds $2,205.

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STATE HWY ENGR
JAN 25 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/20/83	D. K. Thasner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9411

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-30-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

		1. FEDERAL-AID PROJECT NO. F-21-2(10)
		2. STATE PROJECT NO. See below
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Linn
	5. ITEM NO. 10011	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/10/82	Primary 21	Primary 16

10. GENERAL LOCATION:

S.P.R.R. X'ing - Lebanon Ditch Section

11. GENERAL DESCRIPTION OF WORK

Replace Signal Loops

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- ☒ XX CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
OCT 4 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 8/10/82 as requested in Mr. Keasey's letter of 9/22/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $2,600 Federal Funds $2,293.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/30/82	D K Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9411 C - 2-11-82 C

22-1008 16

STATEMENT OF OVERRUNS AND UNDERRUNS

Project; SPRR X'ing-Lebanon Ditch
Highway: Santiam
County: Linn

Contract: ~~9264~~ 9411
prefix: 22-1008
FA No. F-21-2(10)

Item #	Item	unit	Original	Semi-final	% (+ or -)
			SUMMARY		
	Bid items	$	278,978.70	271,899.34	- 3
	Anticipated items		6,600	(6,600)	charges not in yet
	Contingencies		12,851.04	5,454	- 58
	Engineering		25,702.08	25,702.08	0
	Total		324,131.82	309,655.42	- 4

All substantial charges were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

3	temporary signs Underestimated.	sq ft	216	674	+ 212
6	flagmen Job went quickley.	hour	400	210.75	- 47
12	membrane waterproofing Bridge deck much bigger than anticipated, contract amount was for center part only.	sq yd	150	276.75	+ 85
17	adjusting inlets Inlets on right side were readjusted.	each	24	35	+ 46

REFERRED TO
2 Coard WKH Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn
Return Discus Do Fi
BY FINAL DESIGN ENG

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1982
ROAD
DESIGN

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SPRR X'ing-Lebanon Ditch	WEEK ENDING: July 31 1982	
	SECTION PREFIX: 22-1008	
HIGHWAY: Santiam	COUNTY: Linn	
NAME OF JOB: SPRR X'ing-Lebanon Ditch	KIND OF WORK: Grading & Paving	
CONTRACTOR: Morse Bros., Inc	CONTRACT NUMBER: 9411	FEDERAL AID PROJECT NUMBER: F-21-2(10)
DATE OF CONTRACT: Nov. 24, 1981	DATE WORK STARTED: 3/24/82	ESTIMATED COMPLETION DATE: 7/28/82
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION:	SPECIFIED WORK DAYS: work 150	WORK DAYS USED: 142
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 95
PROJECT AUTHORIZATION: $ 324,131.82	ENGINEERING AUTHORIZATION: $ 25,702.08	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 298,429.74	ENGINEERING COST TO DATE: $ 23,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 298,500		DATE PROJECT WAS COMPLETED: 7/26/82
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 91 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	PAVE.	MAT'L. PROD		
XXX	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.53	0.53			0.53
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.53	0.53			0.53
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,610 cy	7,740 ton			3,900 ton
TOTAL QUANTITIES CORRECTED TO DATE	4,657 "	"			3,365 "
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: dozer___, loader___, blade___, scraper___, backhoe___, roller___, dump truck___, belly dump___, mixer truck___, paver___, tack cart___, water wagon___, flat bed truck___, pkup___, compressor___, pavement saw___,

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	fair	1		
MONDAY	"	1		
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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CONSTRUCTION SECTION

CE, CAE, FOE, OCS, SCS, EEO, OAL, CA, LS, TC, FE, CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY July 26, 1982	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Work completed.

NEXT WEEK:

SIGNED Kenneth D Hamrol for J M Martin, Project Manager LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-1-216

7411

16

DES 16

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION

TO: MEMO TO THE FILE

DATE: October 30, 1981

FROM: Lyle K. Watson
Acting Final Design Engineer

SUBJECT: SPRR O'xing-Lebanon Ditch
Santiam Highway
Linn County

1 Versteeg ✓
Anderson
Christensen
2 Olson add
3 Sullivan JWS
Terpin
Trout
4 Wakerlig

RECEIVED
NOV 1 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring by ___/___/___
Action

The City of Lebanon has requested that the construction on Milton Avenue be extended to a point approximately 150 feet east of the centerline of the Santiam Highway. This will add about 75 feet of additional reconstruction. Milton Avenue is on the Federal Aid Urban system. This was reviewed with Mr. Bill Kappus, Federal Highway Administration, and verbal approval was received for this work to be added under construction.

LKW:rw

cc: C. T. Keasey
C. O. Fredrickson
Bill Kappus, FHWA

9411

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-28-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	2. STATE PROJECT NO.
F-21-2(10)	See below

3. FROM	4. PROGRAM NO.	2A. COUNTY NAME
Dale E. Wilken, Division Administrator	5. ITEM NO. 10011	Linn

6. TO

Mr. H. S. Coulter, State Highway Engineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10-28-81	Primary 21	Primary 16

10. GENERAL LOCATION:

S.P.R.R. X'ING - LEBANON DITCH SECTION

11. GENERAL DESCRIPTION OF WORK

Grading and paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*

Permanent Pavement Striping
(SF) $4,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's October 26, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $406,000; Federal Funds $48,000.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
NOV 13 '81
REFER TO
FOR
Info | Invest. | R/D | D.R | Sign | Act | File

cywlatt 11-13

DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10-28-81	D. K. Swanson	for Division Administrator

FHWA PR-1240 (12-79) PREVIOUS EDITIONS MAY BE USED

9411

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

October 21, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10011
Project No. F-21-2(10)
SPRR Xing-Lebanon Ditch Section
Linn County

Attached support data consists of PR-1 forms with project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on November 19, 1981.

JLG:bkc
Attachments

cc: C.O. Fredrickson (Region 2)
General Files

Form 734-3122

9411

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-6-80

FEDERAL AID PROJECT NO.
F[illegible]1-2(7)

STATE PROJECT NO.
See below

COUNTY NAME
Linn

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
10011

RECEIVED
STATE HWY ENGR
OCT 9 - '80
REFER TO
Moehring
FOR
Info | Invest | R/D | D/C | Sgn | Act | File

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

10-9
Orig

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	10-6-80	Primary 21	Primary 16

GENERAL LOCATION:

SPRR X'ing at Lebanon Ditch (X Lebanon Ditch - Sodaville)

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION — Including utility preparatory work TEC $16,100 - FF $14,192.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION • ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION • PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 9-23-80.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-6-80	[signature]	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING O[illegible] 1978 031 459

9411

16

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE 4/25/80

PREFIX

1 - IDENTIFICATION

PROJECT NAME: SPRR Xing- Lebanon Ditch

HIGHWAY NAME: Santiam

HIGHWAY NUMBER: 16

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	4	Linn	Lebanon

LENGTH	MILEPOST NUMBER			RURAL	URBAN
0.6	13.15	TO	14.12	☐	☒

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

The northerly end is the SPRR Xing, mile point 13.51. The southerly end is Lebanon Ditch, mile point 14.12. The length of project is 0.6 miles. The proposed work is remove the existing A/C pavement from the travel lanes, cement treat the existing base in place and repave the street with an overlay of the Median. This work also includes the short section of the northbound couplet inside the above project limits.

1 Versteeg
2. Anderson Don
3 Christensen
Sullivan
Temple
4 Thomas
Wallace

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SEP 12 1980
ROAD DESIGN SECTION

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1979 - 15,600	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS		
		☐ LIGHT	☒ MEDIUM	☐ HEAVY

APPROVED

Location Engineer

Date 9/3/80

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 (14) and 2 (12)	same as existing
SHOULDERS		"
MEDIANS	1-12'	"
PARKING LANES		"
SIDEWALKS		"
BIKEWAYS		"
INTERCHANGES		"
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

OREGON-DOT

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type _____

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	N/A ☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

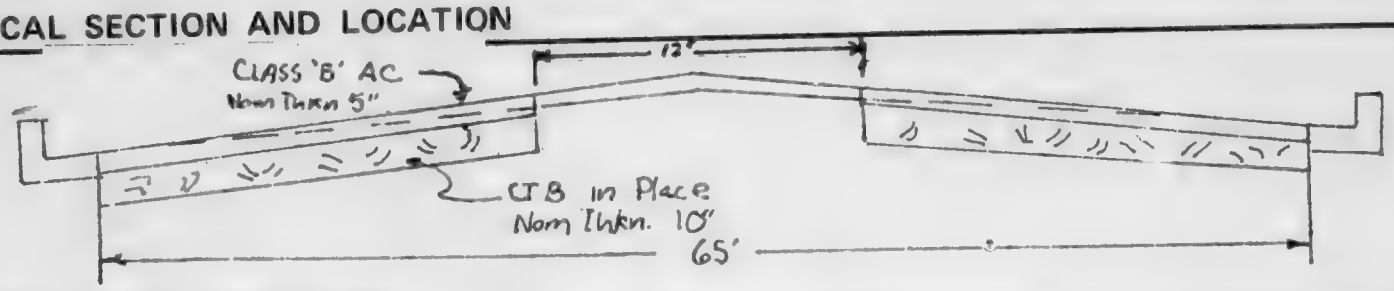
5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(24)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	4
RECOMMENDED CONSTRUCTION DATE	1984 (Region)	F 30 '84 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
A/C pavement	5"	2"
Cement treated base in place		10"

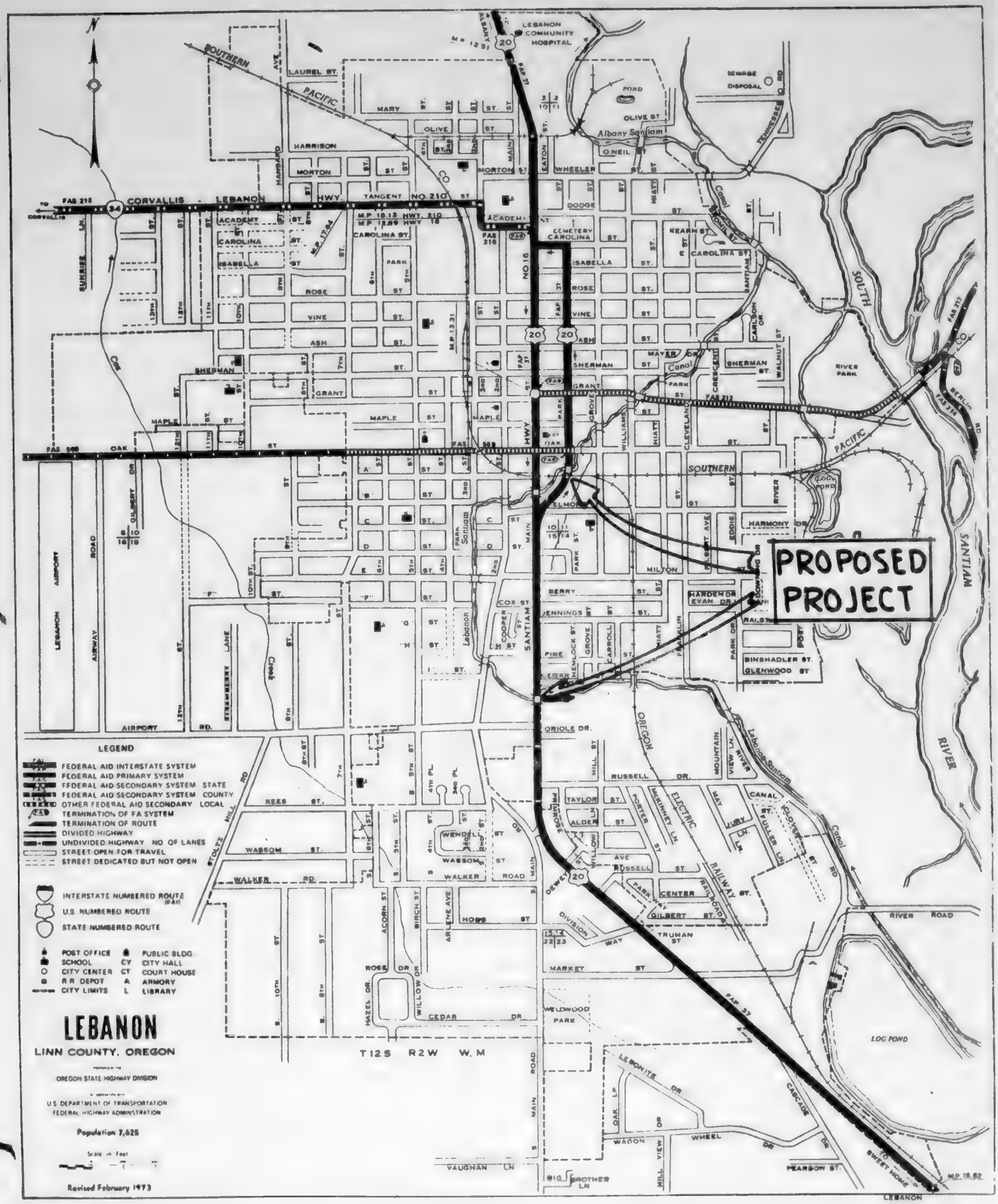
7 - TYPICAL SECTION AND LOCATION



8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		16,100
RIGHT OF WAY		
TRAFFIC CONTROL		35,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	430,500	430,500
OTHER		
ENGINEERING & CONTINGENCIES	129,500	129,500
PROJECT TOTAL		$611,100

SUBMITTED BY _____


PROPOSED PROJECT
LEBANON
LINN COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 7,625
Revised February 1973
T12S R2W W.M
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
RR DEPOT
CITY LIMITS
PUBLIC BLDG
CITY HALL
COURT HOUSE
ARMORY
LIBRARY
CORVALLIS - LEBANON
HWY. TANGENT NO. 210
LEBANON COMMUNITY HOSPITAL
SOUTHERN PACIFIC
Albany Santiam
SANTIAM RIVER
LOG POND
RIVER PARK
SEWAGE DISPOSAL
POND
AIRPORT RD.
OREGON
ELECTRIC
RAILWAY
RIVER ROAD
WELDWOOD PARK
TO SWEET HOME
MP 18.62
LEBANON

4411.

DRAFT FOR CHAIRMAN YTURRI'S CONSIDERATION

4/2/80

Lebanon City Council
Lebanon City Hall
925 Main Street
Lebanon, OR 97355

Ladies and Gentlemen:

Your letters of November 29, 1979 and March 7, 1980 and your appearance at the Transportation Commission meeting of March 25, 1980 are appreciated. The Region 2 Engineer, his staff and the District Engineer for your area are, and have been, aware of the problems which were brought to the attention of the Commission. They have prepared several alternative solutions.

Your problem must, of course, be considered together with the other problems the Highway Division is attempting to solve within the limits of an inadequate construction and maintenance budget. They are still in the process of attempting to repair sections of highway which were severely impacted during the 1978-1979 winter.

The project in the Six-Year Highway Improvement program tried to address the work required on one of the poorer sections through town. We do not feel that sufficient resources are available to perform the reconstruction that should be done to correct the deficiences which exist on the other sections at this time. Depending on our financial capability and on the

overall need throughout the state, an overlay may be possible prior to the 1984 date shown. The Highway Division will, however, try to take care of the worst conditions with maintenance during the coming summer season.

We all appreciate your cooperation in working with the Highway Division on your traffic problems. We will try to solve the immediate problems at an early date.

Very truly yours,

Anthony Yturri
Chairman

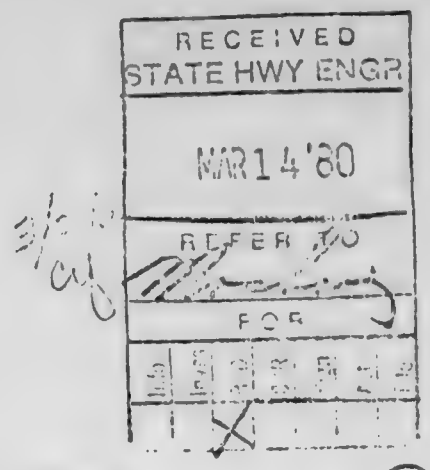
bc: F. B. Klaboe
C. O. Fredrickson
Howard Johnson

COF/mdd jv

LEBANON CITY HALL

925 MAIN STREET, P.O. BOX 247
LEBANON, OREGON 97355
(503) 258-3185

ADMINISTRATION • FINANCE • COMMUNITY DEVELOPMENT



March 7, 1980

Anthony Yturri
Chairman of Transportation Commission
Department of Transportation Bldg.
Salem, Oregon 97310

Re: Proposed Six Year Highway Improvement Program
February, 1980

Dear Mr. Yturri,

The City of Lebanon has reviewed the "Proposed 6 Year Highway Improvement Program - February, 1980" and finds that a project for the overlaying of a portion of Santiam Highway through Lebanon is not only prioritized too many years away, but addresses a scope of work which is not adequate. The project referred to is the "Lebanon Ditch - Sodaville Rd." project. The project line item description shows a priority date of 1985, a length of 0.6 miles and a cost of $560,000.

While the 0.6 miles referred to are surely in need of repair to both the subgrade and wearing surface, there is an additional 1.5 miles of Highway 20 through our city which is as bad or worse. The City's original request is attached for your review and consideration again.

Lebanon is deeply concerned that the State places a lower priority on protecting and preserving the safety and structural integrity of Santiam, one of Region 2's most heavily utilized highways (20,000+ average vehicle trips per day), than further studying the feasibility of the Corvallis By-pass or other facilities of less immediate need.

Lebanon was told very clearly in 1977 to redirect our priorities from by-pass studies because there would not be any such facilities constructed in Oregon with state money. It is difficult to understand the need to spend money to prepare studies which will only gather dust when the State's highway system has so many immediate needs. One of these immediate needs is Highway 20 through Lebanon.

The condition of the roadway is heavily potholed, cracked and sunken. It appears the State has been blind to the structural needs of the highway due to Lebanon's non-vocal approach to the upgrading needs of state transportation arterials.

The City can no longer live with the condition of the highway. It has deteriorated to the point of being a nuisance which is creating a significant safety hazard. If it takes becoming vocal and less conscious of the State's budget woes to get Santiam Highway preserved, then we will make that commitment.

Please seriously review our request, review the limited past expenditures on the state highways through Lebanon and review in person the condition of this main state thoroughfare. We request you reconsider the proposed overlaying program in the Six-Year Plan for Lebanon and give it a very high priority, as well as address the entire length of the highway through the City.

Respectfully,

LEBANON CITY COUNCIL

Dan Clark
Dan Clark - Mayor

Lyle Winters
Lyle Winters - Councilor

Ronald C. Miller
Ronald Miller - Councilor

Lee Scott
Lee Scott - Councilor

Betty M. Collins
Betty Collins - Councilor

Michael F. Wheaton
Michael F. Wheaton - Councilor

Mardee Carter
Mardee Carter - Councilor

cc: Senator John Powell
Representative Bud Byers
C. O. Fredrickson

RECEIVED

LEBANON CITY HALL

925 MAIN STREET, P O BOX 247
LEBANON, OREGON 97355 (503) 258-3185

ADMINISTRATION • FINANCE • COMMUNITY DEVELOPMENT

OREGON STATE HIGHWAY COMMISSION
6 Year Plan Hearing
Human Resource Center, Corvallis
November 29, 1979

Mr. Chairman:

The City of Lebanon has reviewed the list of projects proposed for the Linn-Benton County area and agrees with their need. We also appreciate the two projects proposed for Lebanon in 1980. Both of these projects will enhance Highway 20 traffic flow characteristics and safety.

The City, however, finds that the "Needs List" for Region 2 and the "6 Year Highway Improvement Program" itself are lacking an extremely important project to Lebanon. This project is an overlay program for Santiam Highway (Highway 20).

Highway 20 bisects the City from North to South and carries traffic volumes within the City which are some of the highest between Albany and Bend. Depending on whose traffic counts you use, the most highly traveled section within Lebanon carries 17,000 to 22,000+ average vehicle trips per day. This use of the highway should dictate a great deal of concern by the State to insure this travelway is maintained for a high level of service.

The highway through Lebanon is rapidly deteriorating. The existing surface is pot holed, cracked and severly worn. The current problems are beyond the point of being normal maintenance items according to both district and regional state engineers and, therefore, require repairs which classify them as a capital improvement program item.

The City of Lebanon feels the upgrading of existing major state highways should be given consideration before too many new highways are widened or constructed and added to the State's inventory.

The City also feels that since the Lebanon By-pass has been put to rest, some commitment must be made by the State to insure the operational and structural adequacy of the existing facilities which are now committed to handle future traffic demands. Santiam Highway (Highway 20) through Lebanon is in desperate need of such a commitment.

The City is asking the commission to insert into its "6 Year Plan" a program for overlaying Highway 20 through the City with special attention paid to the section from the north City limits south to Walker Road. Such a program should add many years to the life expectancy of the roadway and create a safer highway for vehicular traffic through Lebanon.

Daniel A. Clark, Jr.
Dan Clark - Mayor

Ed Ivey
Ed Ivey - City Administrator

Paul Haines
Paul Haines P.E.
Director of Community Development

1411

2.

OREGON TRANSPORTATION COMMISSION

Delegation City of Lebanon regarding Lebanon Ditch-Sodaville Road Project

Date March 25, 1980

Time 11:00 a.m.

Name	City or Town	Capacity
PAUL HAINES	LEBANON	DIR. OF COM. DEV.
Betty Collins	Lebanon	City Councilor
Lyle Winters	Lebanon	" "
Michael Wheaton	Lebanon	" "

CONDITION OF HIGHWAY 20

THROUGH LEBANON, OREGON

PRESENTED TO

OREGON STATE HIGHWAY COMMISSION

BY

CITY OF LEBANON

MARCH 25, 1980

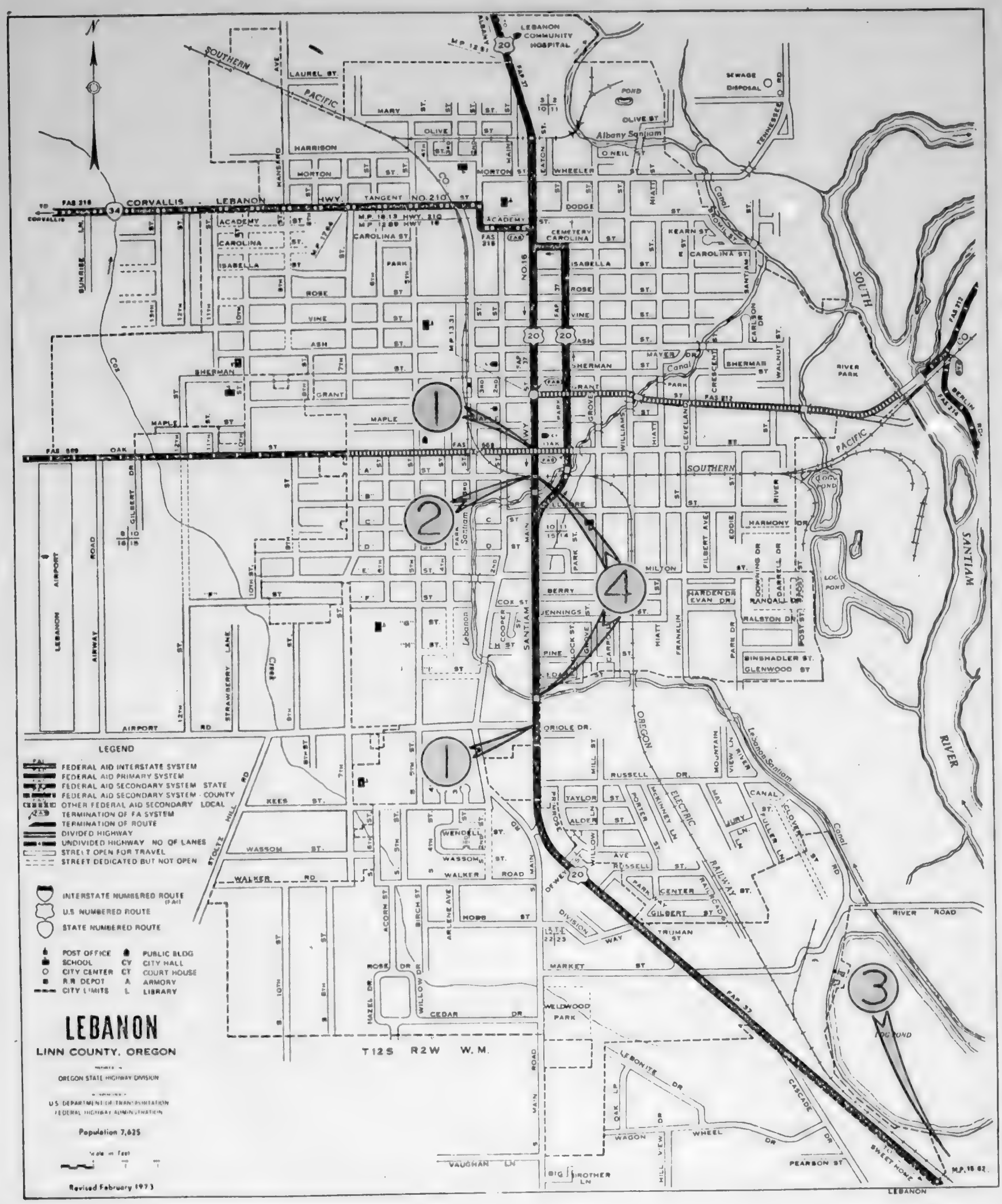
STATUS REPORT

CITY OF LEBANON

The proposed new Six-Year Highway Improvement Program lists the following Highway Construction Projects in the Lebanon Area.

Map No.	Section	Program or Letting Date	Program Amount
1	Oak St. and Airport Rd. (Lebanon) Santiam Highway G-P Signals	June 1980	$ 122,000
2	SPTC xing @ Santiam Hwy (Lebanon) RR Signals and Gates	F.Y. 1980	70,000
3	Vail Creek-Sweet Home Santiam Hwy Left Turn Signal 8.3 miles	F.Y. 1983	3,000,000
4	(Lebanon Ditch-Sodaville Road) SPRR xing-Lebanon Ditch Santiam Highway G-P 0.6 miles	F.Y. 1984	560,000

The above project #4 "Lebanon Ditch-Sodaville Road" has been recently changed in name only to read "SPRR xing-Lebanon Ditch." This project was requested at one of the many public hearings held throughout the state for updating the Six-Year Program.


LEBANON
LINN COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 7,625
Revised February 1973
T12S R2W W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
LEBANON COMMUNITY HOSPITAL
SOUTHERN PACIFIC
Albany Santiam Canal
SOUTH SANTIAM RIVER
CORVALLIS - LEBANON HWY.
TANGENT NO. 210
LAUREL ST.
HARRISON
MORTON ST.
OLIVE ST.
WHEELER ST.
DODGE ST.
ACADEMY ST.
CAROLINA ST.
ISABELLA ST.
ROSE ST.
VINE ST.
ASH ST.
SHERMAN ST.
GRANT ST.
MAPLE ST.
OAK ST.
MAIN ST.
SANTIAM HWY.
WILLIAMS ST.
CLEVELAND ST.
CRESCENT ST.
WALNUT ST.
RIVER PARK
LOG POND
HARMONY DR.
MILTON ST.
BERRY ST.
JENNINGS ST.
PINE ST.
FRANKLIN ST.
PARK DR.
BINSHADLER ST.
GLENWOOD ST.
RANDALL DR.
WALSTON DR.
HARDEN DR.
EVAN DR.
DOWNING DR.
DARRELL DR.
POST ST.
FILBERT AVE.
EDDIE ST.
COOPER ST.
LOCUST ST.
CARPENTER ST.
GROVE ST.
BLOCK ST.
PARK ST.
COX ST.
LEBANON AIRPORT
AIRWAY ROAD
GILBERT DR.
STRAWBERRY LANE
AIRPORT RD.
STAYTE HILL RD.
KEES ST.
WASSOM ST.
WALKER RD.
WENDELL ST.
ACORN ST.
BIRCH ST.
ARLENE AVE.
HOBB ST.
HOBB DR.
WILLOW DR.
HAZEL DR.
CEDAR DR.
WELDWOOD PARK
VAUGHAN LN.
BIG BROTHER LN.
HILL VIEW DR.
MAIN ROAD
ORIOLE DR.
OREGON
MOUNTAIN VIEW LN.
RIVER
Albany-Santiam Canal
RUSSELL DR.
TAYLOR ST.
ALDER LN.
ALDER ST.
WILLOW AVE
PORTER ST.
McKINNEY LN.
ELECTRIC RAILWAY
MAY LN.
CANAL ST.
FULLER LN.
CLOVER LN.
CANAL RD.
CENTER ST.
PARK PL.
GILBERT ST.
DIVISION WAY
TRUMAN ST.
MARKET ST.
RIVER ROAD
LEBONITE DR.
CASCADE DR.
OAK LP.
WAGON WHEEL DR.
SWEET HOME
PEARSON ST.
LEBANON
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FAS 219
FAS 668
FAS 99
FAS 97
FAS 212
FAS 213
FAS 218
M.P. 18.13 HWY. 210
M.P. 12.89 HWY. 16
M.P. 13.31
M.P. 15.62
NO. 16
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C

LEBANON CITY HALL

925 MAIN STREET, P.O. BOX 247
LEBANON, OREGON 97355
(503) 258-3185

ADMINISTRATION • FINANCE • COMMUNITY DEVELOPMENT

OREGON TRANSPORTATION COMMISSION
122 Transportation Building
Six-Year Highway Improvement Program
Lebanon Ditch - Sodaville Road Project
March 25, 1980

Commissioners:

One of the most important concerns to a city, especially Lebanon, when dealing with highways is one which is infrequently expressed. This concern has to do with the visual impression left with frequent and infrequent visitors and residents of the community.

Hwy. 20 through Lebanon carries 20,000+ average vehicle trips per day along certain stretches. The frustrations and aggravations these people experience commuting through town due to the highway's condition and appearance reflect on the City's ability to provide adequate services as well as the community's livability. Granted, Highway 20 is the State's responsibility, it, however, traverses Lebanon.

Lebanon has for many years actively pursued industrial development. It makes this recruitment process much more difficult when the major state arterial is in poor condition. The pleasant, friendly and progressive attitude of the City is difficult to portray as people and prospective industrial firms dodge pot holes and ruts through the length of the City.

Lebanon has waited patiently many years for Highway 20 to be overlaid or reconstructed. Our wait has been accompanied by ever increasing deterioration to the wearing surface and base. Many stretches of the highway are on the verge of not being salvageable without some major reconstruction.

Highway 20 through the City needs immediate attention and not a commitment 5 to 6 years from now as the proposed 1980-1985 plan prioritizes the project. Please consider the safety and structural salvation of one of Oregon's major highways as a very high priority in the State's 6-Year Highway Improvement Program.

Michael F. Wheaton
Betty M. Collins
Lyn Winters

SOUTH ON MAIN STREET
NORTH OF ACADAMEY STREET

NORTH ON MAIN STREET
SOUTH OF ISABELLA STREET

CENTRAL BUSINESS DISTRICT

SOUTH ON MAIN
STREET AT
ROSE STREET

3

SOUTH ON MAIN
STREET AT
VINE STREET

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STREET AT
SHERMAN STREET

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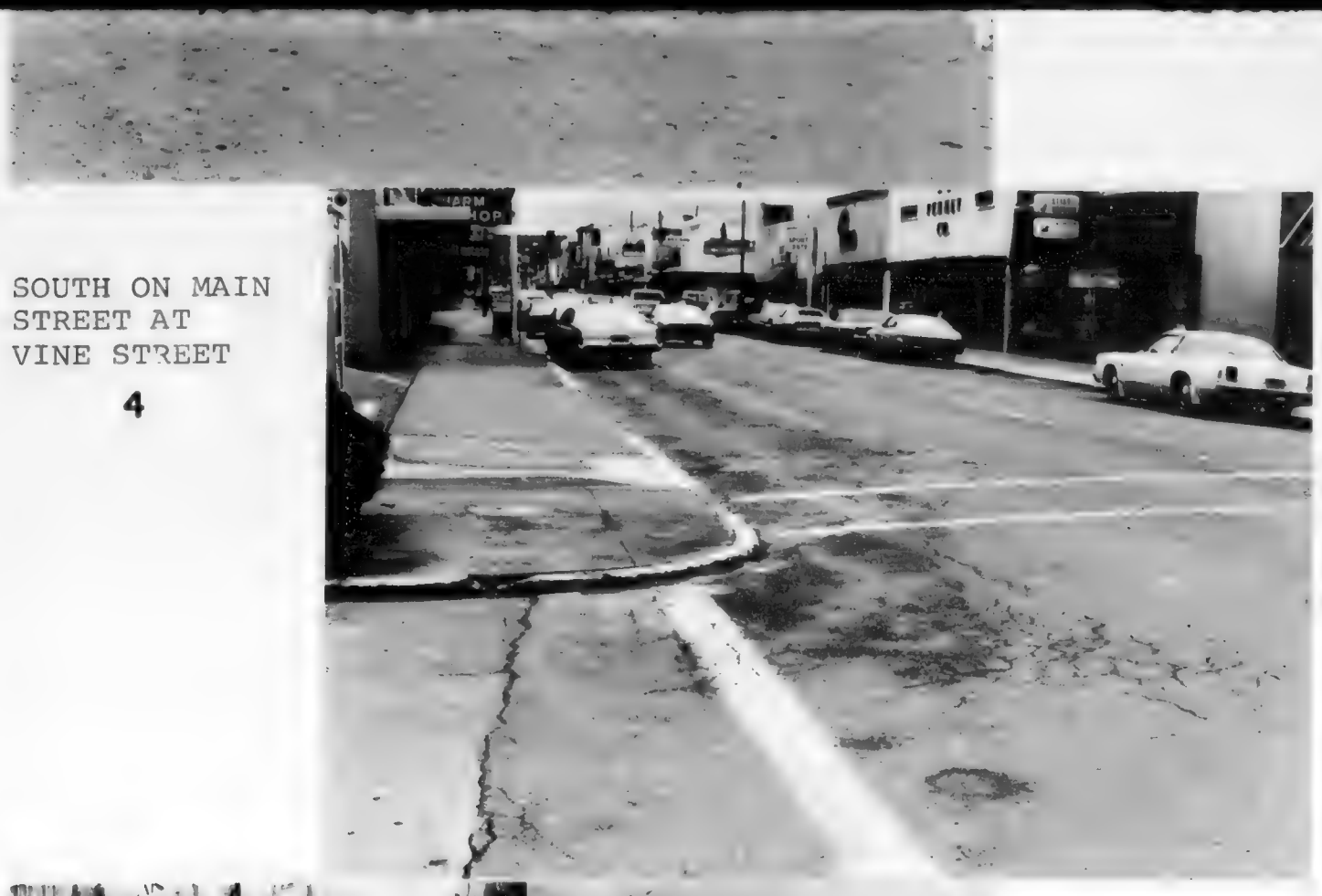
SOUTH ON MAIN



SOUTH ON MAIN
STREET AT
VINE STREET

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STREET AT
SHERMAN STREET

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SOUTH ON MAIN
STREET AT
GRANT STREET

6

CENTRAL BUSINESS DISTRICT

SOUTH ON MAIN STREET
NORTH OF "A" STREET

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"A" STREET

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SOUTH ON MAIN STREET
SOUTH OF "A" STREET

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STREET NORTH

SOUTH ON MAIN STREET AT "A" STREET

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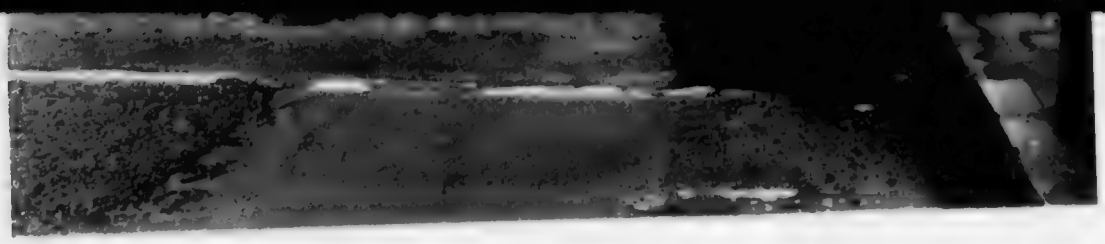

NORTH OF MAIN STREET
NORTH OF MILTON STREET

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NORTH ON MAIN STREET
SOUTH OF MILTON STREET

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SOUTH ON MAIN STREET
AT JENNINGS STREET

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SOUTH ON MAIN STREET
NORTH OF DIVISION STREET

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NORTH ON MAIN STREET
SOUTH OF RUSSELL STREET

PARK

NORTH ON PARK ST.
NORTH OF MAIN ST.

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SOUTH OF OAK ST.

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SOUTH ON PARK ST.
AT OAK STREET

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PARK

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SOUTH OF MAPLE ST.

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SOUTH OF CAROLINA
STREET

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AT PARK STREET

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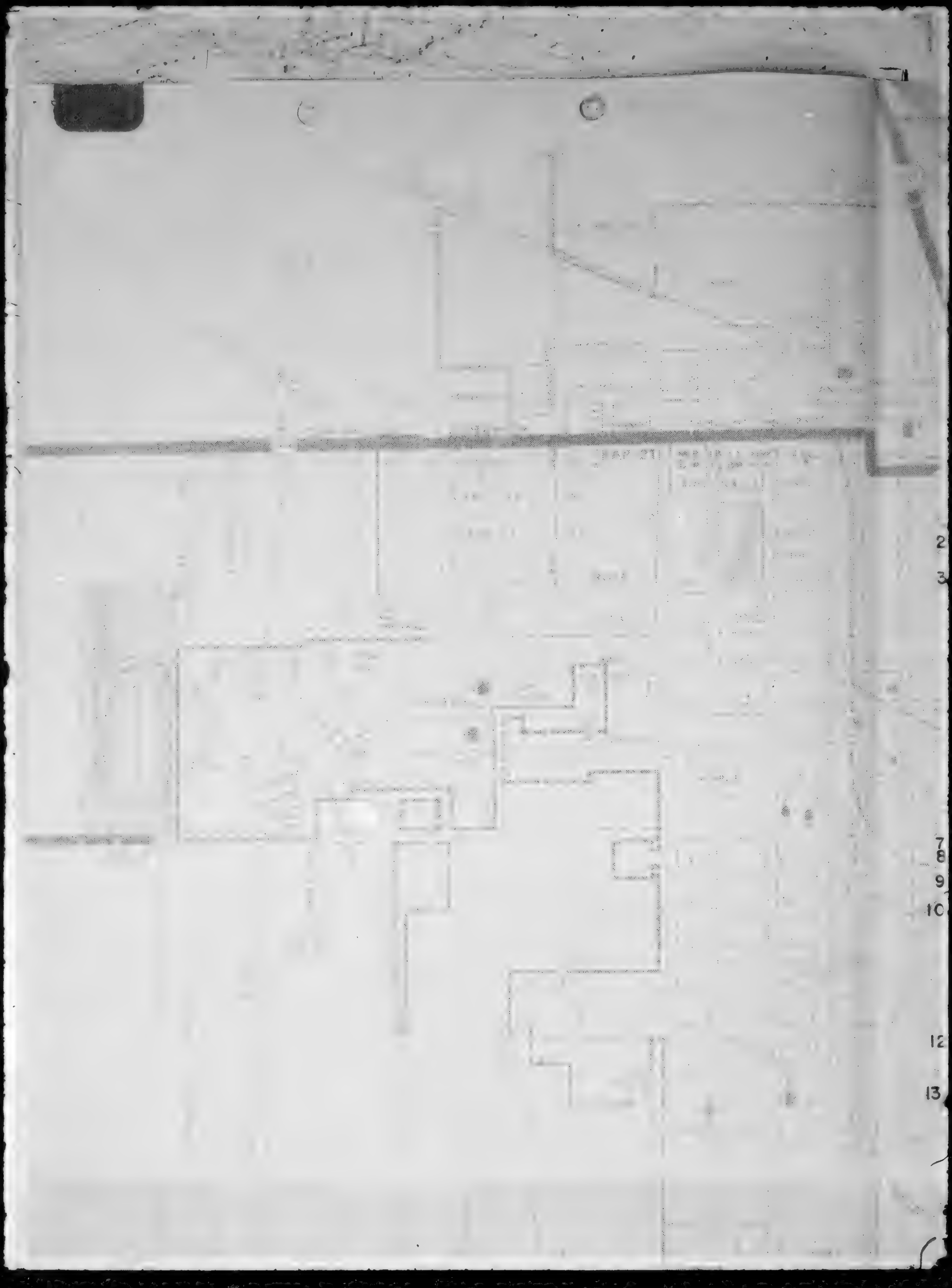
EAST ON CAROLINA STREET
EAST OF MAIN STREET



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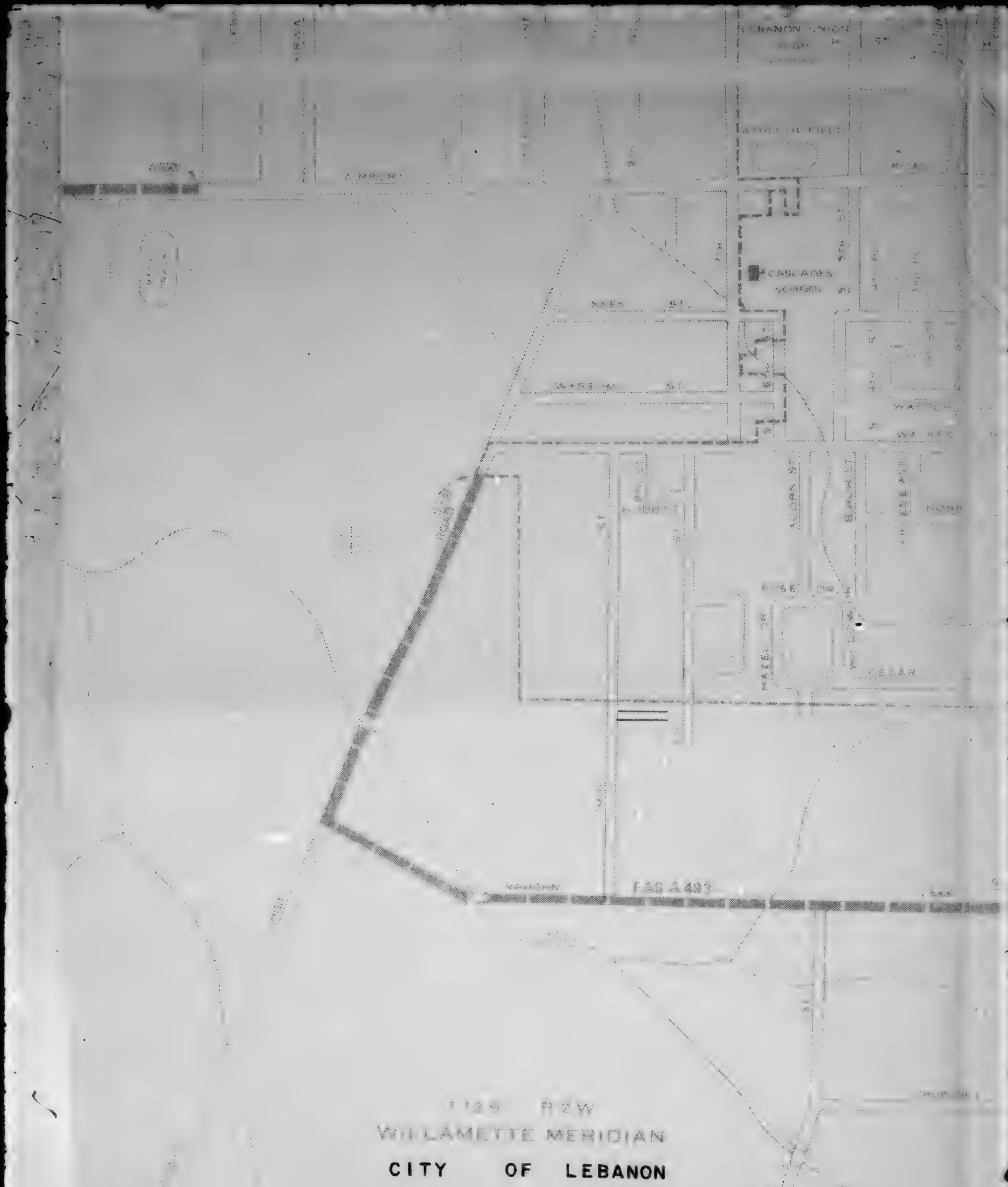
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WILLAMETTE MERIDIAN
CITY OF LEBANON

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WELDWOOD
CENTER
GILBERT ST
MARKET ST
Cradle Lake

9411

VICTOR ATIYEH
GOVERNOR

Oregon Transportation Commission

OFFICE OF ANTHONY YTURRI, 89 S.W. THIRD AVENUE, ONTARIO, OREGON 97914

In Reply Refer To
File No.:

March 4, 1980

Lebanon City Council
Lebanon City Hall
925 Main Street
Lebanon, OR 97355

Ladies and Gentlemen:

Your letters of November 29, 1979 and March 7, 1980, and your appearance at the Transportation Commission meeting of March 25, 1980, are appreciated. The Region 2 Engineer, his staff and the District Engineer for your area are, and have been, aware of the problems which were brought to the attention of the Commission. They have prepared several alternative solutions.

Your problem must, of course, be considered together with the other problems the Highway Division is attempting to solve within the limits of an inadequate construction and maintenance budget. They are still in the process of attempting to repair sections of highway which were severely impacted during the 1978-79 winter.

The project in the Six-Year Highway Improvement program tried to address the work required on one of the poorer sections through town. We do not feel that sufficient resources are available to perform the reconstruction that should be done to correct the deficiences which exist on the other sections at this time. Depending on our financial capability and on the overall need throughout the state, an overlay may be possible prior to the 1984 date shown. The Highway Division will, however, try to take care of the worst conditions with maintenance during the coming summer season.

We all appreciate your cooperation in working with the Highway Division on your traffic problems. We will try to solve the immediate problems at an early date.

Very truly yours,

Anthony Yturri
Chairman

AY:HRF

bc: ✓F. B. Klaboe
C. O. Fredrickson
Howard Johnson

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR
APR 8 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

1982 City of Salem Pavement Marking Project on various city streets. 9412

C4A 7553 11-6-81

9412

CST

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

cc: OSHD (HS Coulter)

2-12-85

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Marion	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
2-12-85	Bill Kappus, Area Engineer	PMS-000S(100)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
10-14-82	9-25-85	10-14-82 %	9-30-82

LOCATION

See below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CITY OF SALEM PAVEMENT MARKING

Various City Streets

This project provided for the placement of thermoplastic pavement markings on various city streets.

There were no major cost overruns or underruns. A contract claim was settled for $41,500.

A final inspection of the completed project was made October 28, 1982.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 21 '85
REFER TO
cy Fredrickson 2/22
FOR
Info | Issue | R/D | D/R | Sign | Sit | File
X

ACCEPTANCE OF PROJECT IS RECOMMENDED			ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION		
SIGNATURE	Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE	Original Signed By G. K. HOSSNER Field Operations Engineer	
Bill Kappus			G. K. Hossner		
TITLE		DATE	TITLE		DATE
Area Engineer		2/19/85	Field Operations Engineer		2/21/85

9412

October 3, 1984

United Pacific Insurance Company
PO Box 7427
Boise, ID 83707

CON 5
#9412

Gentlemen or Ladies:

Contract No. 9412 awarded to Eterna-Line Corporation for the City of Salem Pavement Marking Project in Marion County was completed on November 23, 1982, and accepted by the State Highway Division on September 25, 1984.

Final payment in the amount of $5,001.39 will be released to the contractor after October 8, 1984. The total contract amount is $471,388.47 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Eterna-Line Corporation
413 East 37th
Boise, ID 83704

United Pacific Insurance Company
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Duane Christensen

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: C. O. Fredrickson
Region 2 Engineer

DATE: November 16, 1983

FROM: Keith L. Martin
Contract Claims Coordinator

SUBJECT: City of Salem Pavement Marking Project
Contract No. 9412

You recently received a copy of Price Agreement No. 2 for $41,500 settling all claims by the contractor. The release incorporated by reference in Price Agreement #2 is further conditioned by an October 31, 1983 letter from Tim Wood to Tony Bohner.

A copy of the October 31, 1983 letter is enclosed for your files. This copy should be filed with your copy of Price Agreement #2.

KLM:mk

Attach.

cc: Arvey Nelson/attach.
Tim Wood
Jack Sullivan/attach.
FHWA/attach.
General Files/attach.
Contract Payments/attach.
Ron Merry, Salem Director of Public Works/attach.

KM/M6

125-1387

DAVE FROHNMAYER
ATTORNEY GENERAL

William F. Gary
STANTON KONG
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

October 31, 1983

Tony Bohner
Lyons, Bohner, Chasan & Walton
Attorneys at Law
P. O. Box 1397
Boise, Idaho 83701

CE
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NOV 3 1983
CONSTRUCTION SECTION
OM
CA
LS
TC
FE
CP

Re: Release - Eterna-Line, Inc.

Dear Tony:

Enclosed herewith please find the Department of Transportation check in the amount of $41,500. Also enclosed please find an executed copy of the Release. As you will note, we have eliminated the reference regarding the City of Salem and State of Oregon's release of your client of any and all claims which they may have arising out of the projects.

As indicated on the phone on October 25, 1983, and as previously discussed, there still is a claim pending between the state, the City of Salem, and your client as to whether the installation of thermoplastic pavement markings on the various city streets met the skid resistance specifications and other specs of the contract. As a result, I eliminated the section regarding release of the city and state of all claims.

If this does not meet with your agreement, I would ask that you hold the check in trust pending a resolution of the Release.

Very truly yours,

Timothy Wood
Assistant Attorney General

TW:md
Enclosure
cc: Oliver B. Jackmond,
Highway Division

RELEASE

KNOW ALL MEN BY THESE PRESENTS:

That the undersigned corporation, by and through A. J. BOHNER, the attorney for Eterna-Line, Inc., for good and valuable consideration, does hereby release, acquit and forever discharge the CITY OF SALEM and the STATE OF OREGON, its employees, representatives, agents, and successors of and from any and all claims, actions, causes of action, demands, or damages which the undersigned corporation now has or which may hereinafter accrue on account of or in any way growing out of any and all known and unknown consequences resulting from that certain contract and bond for highway construction identified as contract No. 9412 for the Oregon State Highway Division and awarded to Eterna-Line, Inc. on or about the 24th day of November, 1981.

~~That the CITY OF SALEM and the STATE OF OREGON, for good and valuable consideration, does hereby release, acquit and forever discharge ETERNA-LINE, INC., its employees, representatives, agents, and successors of and from any and all claims, actions, causes of action, demands, or damages which the CITY OF SALEM and the STATE OF OREGON now has or which may hereinafter accrue on account of or in any way growing out of any and all known and unknown consequences resulting from that certain contract and bond for highway construction identified as contract No. 9412 for the Oregon State Highway Division and awarded to Eterna-Line, Inc. on or about the 24th day of November, 1981.~~

The undersigned representative of Eterna-Line, Inc. has read the foregoing Release and fully understands it. The undersigned states that he has authority on behalf of said corporation to enter into this Release and sign on behalf of the said corporation.

DATED this 12 day of October, 1983.

A. J. BOHNER
Attorney for ETERNA-LINE, INC.

The undersigned representative of the CITY OF SALEM and the STATE OF OREGON has read the foregoing Release and fully understands it. The undersigned states that he has authority on behalf of said corporation to enter into this Release and sign on behalf of the CITY OF SALEM and the STATE OF OREGON.

DATED this 24 day of October, 1983.

Timothy Wood

STATE OF IDAHO)
) ss.
County of Ada)

On this 12 day of October, 1983, before me, the undersigned, a Notary Public in and for said State, personally appeared A. J. BOHNER known to me to be the person whose name is subscribed to the within and foregoing instrument and acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

Rita K. Banks
NOTARY PUBLIC for Idaho
Residing at Boise, Idaho

STATE OF Oregon)
) ss.
County of Marion)

On this 26 day of October, 1983, before me, the undersigned, a Notary Public in and for said State, personally appeared Timothy Wood known to me to be the person whose name issubscribed to the within and foregoing instrument and acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my offical seal the day and year first above written.

Margaret E. Jensen
NOTARY PUBLIC for Oregon
Residing at Gervais, Oregon
My commission expires:
6-7-87

9412

DATE: November 10, 1983

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
City of Salem Pavement Marking Section
City Streets, Marion County
Contract No. 9412

This federal-aid project was completed in November 1982 with no overrun of the project authorization evident at that time. It is now apparent that the final cost will exceed the project authorization by $35,000 or 7.4 percent.

The contractor submitted a claim which was settled for $41,500. This settlement has already been paid to the contractor.

This category of work is 100 percent federal funding with no state or city matching funds.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $35,000 to a new total of $505,022.91. This matter will be on the consent calendar for the November 23 meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

1412

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 11-124		OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County MARION
MODIFICATION NUMBER 1		Project Number PMS-000S(100)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 26 ,1980 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 487,000.00	$ 517,000.00
Federal funds	$ 487,000.00	$ 517,000.00
Other revisions		

This modification is made for the following reasons: To include contractors claim settlement.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of November ,19 83 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

~~for~~ Manager, Program Section
(Title)

By X FOR: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Genfile

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 8, 1983

FEDERAL AID PROJECT NO. PMS-000S(100)

CITY OF SALEM PAVEMENT MARKING PROJECT
SALEM CITY STREETS
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 17,000.00

TYPE CODE Y103
PAVEMENT MARKINGS

Subtotal of previous estimate of December 11, 1981		$414,117.10

ADDITIONAL ITEM

Contractors Claim	All Required	$ 30,000.00
	Increase	$ 28,000.00
	SUBTOTAL	$444,117.10
	Engineering	55,882.90
	TOTAL	$500,000.00

Length of Project ---------- 0.0 mi.

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS
Preliminary Engineer	$ 17,000.00	$ 17,000.00
Pavement Markings	500,000.00	500,000.00
TOTAL	$517,000.00	$517,000.00

Group 1: 100%
Contract No. 9412
Prefix: 324-1977
Prefix: 324-1066

RHZ:pf

94/12

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 12-261		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Marion
MODIFICATION NUMBER	12/21/81	Project Number PMS-000S(100)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 26 , 19 80 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 17,000.00	$ 487,000.00
Federal funds	$ 17,000.00	$ 487,000.00
Other revisions		

This modification is made for the following reasons: to include the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of December , 19 81 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XXX By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon December 11, 1981

Federal Aid Project
No. PMS-000S(100)

City of Salem Pavement Marking Project
Salem City Streets
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.			
Preliminary Engineering		All Required	$ 17,000.00
Type Code Y103			
Pavement Markings			
Mobilization		All Required	$ 5,00.00
Temporary Protection and Direction of Traffic		All Required	1,500.00
Temporary Signs	388 Sq. Ft.	3.00	1,164.00
Flagmen	920 Hour	19.50	17,940.00
Thermoplastic Pavement Arrows	548 Each	67.00	36,716.00
Thermoplastic Pavement "Onlys"	390 Each	115.00	44,850.00
Thermoplastic Pavement "Schools"	172 Each	175.00	30,100.00
Thermoplastic Pavement "Crossings"	83 Each	187.00	15,521.00
Thermoplastic Pavement Railroad Crossing Markings	162 Each	575.00	93,150.00
12-inch Thermoplastic Pavement Line	60,495 Lin. Ft.	2.78	168,176.10
		SUBTOTAL	$414,117.10
		Engineering	55,882.90
		TOTAL	$470,000.00

Length of Project ---------- 0.00 mi.

SUMMARY OF FUNDS 100%

Description	TOTAL COST	FEDERAL FUNDS
Preliminary Engineering	$ 17,000.00	$ 17,000.00
Pavement Marking	470,000.00	470,000.00
TOTAL	$487,000.00	$487,000.00

Group 1	100%
Contract No.	9412
Prefix:	324-1977
Prefix:	324-1066

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-12	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-26-80	State: Oregon County: Marion Project No.: PMS-000S(100)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Citywide (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 100.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 17,000.00	$ 17,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Asst. State Hwy. Engineer
(Title)

~~By~~ For: H.S. Coulter

State Hwy. Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator 6/26/80

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon June 24, 1980

Federal Aid Project
No. PMS-000S(100)

Salem Pavement Marking Project
Citywide in Marion County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering		All Required	$17,000.00
			$17,000.00

Length of Project ---------- 0.0 miles

Federal Funds ----------$17,000.00

Group 1-100%
Prefix 324-1977

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project PMS-000S(100)
City of Salem Pavement Marking Project
Contractor's Claim

Date: April 14, 1983

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 18 '83
REFER TO
Keasey-Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File
✓ | | | | | ✓ |

We have reviewed the information provided by Mr. Keasey's February 22, 1983 letter on the subject claim. Our Legal Counsel advises that ". . . there is a strong likelihood that a court would find that at best the specification was ambiguous, the contractor's interpretation was reasonable, and that in accord with the rules of contract interpretation the speicification will be construed against the drafter, i.e., the State. Furthermore, there is a strong likelihood that the State would be estopped from asserting otherwise because of the information orally provided to the contractor which it relied on in preparing its bid."

We therefore recommend that a settlement of this claim be negotiated for a reasonable amount with the Contractor. Such a settlement would be eligible for Federal-aid participation.

This claim has, however, pointed out a soft spot in your contract process. Neither the instructions to bidders nor standard specifications include any provisions concerning oral information provided to individual bidders prior to bidding. In discussing this situation with your Construction Branch, we were shown a draft of a specification developed to address this very issue. We strongly encourage you to finalize such a specification and to incorporate it into your contract package at the earliest possible date.

Attached for your information are copies of Instructions to Bidders, which contain such specifications, that are included in all Alaska Department of Transportation contracts and in all Federal construction contracts.

for Dale E. Wilken

4-20-83

Attachments

RECEIVED
TECHNICAL SERVICES
APR 19 '83
REFER TO
Maenpaa
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Review & advise

4-20-83
Verstrieg
Ols Thursday

INSTRUCTIONS TO BIDDERS

(CONSTRUCTION CONTRACTS)

(These instructions are not to be incorporated in the contract)

1. EXPLANATION TO BIDDERS

Any explanation desired by bidders regarding the meaning or interpretation of drawings and specifications must be requested in writing and with sufficient time allowed for a reply to reach them before the submission of their bids. Oral explanations or instructions given before the award of the contract will not be binding. Any interpretation made will be in the form of an addendum to the specifications or drawings and will be furnished to all bidders and its receipt by the bidder shall be acknowledged.

2. CONDITIONS AT SITE OF WORK

Bidders should visit the site to ascertain pertinent local conditions readily determined by inspection and inquiry, such as the location, accessibility and general character of the site, labor conditions, the character and extent of the existing work within or adjacent thereto, and any other work being performed thereon.

3. BIDDERS QUALIFICATION

Bidders qualifications shall be in accordance with the requirement of Section 102 of the State of Alaska Standard Specifications for Highway Construction, dated 1972.

4. BID GUARANTY

Where a bid guaranty is required and the bidder fails to furnish an acceptable bid guaranty with the bid, the bid shall be rejected as non-responsive. The bidder, at his option, may furnish a bid bond, postal money order, certified check or cashier's check to the State of Alaska, in the amount stated in the Invitation for Bids. Checks may be held uncollected at the bidder's risk. Checks, or the amount thereof, and bonds or notes deposited by unsuccessful bidders will be returned as soon as practicable after the bid opening.

5. PREPARATION OF BIDS

(a) Bids shall be submitted on the forms furnished, and must be manually signed. If erasure or other changes appear on the forms, each such erasure or change must be initialed by the person signing the bid.

(b) The form of bid will provide for quotation of a price, or prices, for one or more items which may be lump sum bids, alternative prices, scheduled items resulting in a bid on a unit of construction or a combination thereof, etc.

Where required on the bid form, bidders must quote on all items and THEY ARE WARNED that failure to do so may disqualify them. When quotations on all items are not required, bidders should insert the words "no bid" in the space provided for any item in which no quotation is made.

(c) The bidder shall specify a unit price in words and figures, for each pay item for which a quantity is given and shall also show the products of the respective unit prices and quantities written in figures in the column provided for that purpose and the total amount of the proposal obtained by adding the amounts of the several items. All the words and figures shall be in ink or typed. In case of a discrepancy between the prices written in words and those written in figures, the prices written in words shall govern.

(d) Alternative bids will not be considered unless called for.

(e) Unless specifically called for, telegraphic bids will not be considered. Telegraphic modifications of bids already submitted will be considered, providing they are received, prior to the time set for opening bids. Telegraphic modifications shall include both the modification of the unit bid price and the total modification of each pay item modified. Telegraphic modifications shall not reveal the amount of the total original or revised bids.

(f) Bid Schedule form should be enclosed in a separate sealed envelope and enclosed with all other bidding forms required at the opening.

6. SUBMISSION OF BIDS

Bids must be submitted as directed on the proposal form.

7. RECEIPT AND OPENING OF BIDS

(a) ALL BIDS INCLUDING ANY AMENDMENTS OR WITHDRAWALS TO BE DELIVERED PRIOR TO BID OPENING.

All bids, including any amendment or withdrawal must be received by the department prior to the scheduled time of bid opening. Any bid, amendment, or withdrawal which has not been actually received by the department prior to the time of the scheduled bid opening will not be considered.

(b) No responsibility will attach to any officer or employee of the State for the premature opening of, or failure to open, a bid improperly addressed and identified.

8. WITHDRAWAL OF BIDS

Bids may be withdrawn on written or telegraphic request received from the bidders prior to the time fixed for opening. Negligence on the part of the bidder in preparing the bid confers no right for the withdrawal of bid after it has been opened.

9. BIDDERS PRESENT

At the time fixed for the opening of bids, their contents will be made public for the information of bidders and others properly interested, who may be present either in person or by representative.

10. BIDDERS INTERESTED IN MORE THAN ONE BID

If more than one bid be offered by any one party, by or in the name of his or their clerk, partner or other person, all such bids will be rejected. A party who has quoted prices to a bidder is not thereby disqualified from quoting prices to other bidders or from submitting a bid directly for the work.

11. AWARD OF CONTRACT

(a) The contract will be awarded as soon as practicable to the lowest responsible bidder, price and other factors considered, provided his bid is reasonable and it is to the interest of the State to accept it.

(b) The State reserves the right to waive any informality in bids received when such waiver is in the interest of the State. In case of error in the extension of prices, the unit price written in words will govern.

12. REJECTION OF BIDS

The State reserves the right to reject any and all bids when such rejection is in the interest of the State; to reject the bid of a bidder who has previously failed to perform properly or complete on time contracts of a similar nature; to reject the bid of a bidder who is not, in the opinion of the Contracting Officer, in a position to perform the contract; and to reject a bid as non-responsive where a training program is required and the bidder fails to furnish an acceptable training program.

13. CONTRACT AND BONDS

The bidder to whom award is made shall within the time established in the bid and when required, enter into a written contract and furnish performance and payment bonds on Standard Forms. The Bonds shall be in the amounts indicated in the specifications or the Invitation for Bids.

INSTRUCTIONS TO BIDDERS

(CONSTRUCTION CONTRACT)

1. **Explanations to Bidders.**—Any explanation desired by a bidder regarding the meaning or interpretation of the invitation for bids, drawings, specifications, etc., must be requested in writing and with sufficient time allowed for a reply to reach bidders before the submission of their bids. Any interpretation made will be in the form of an amendment of the invitation for bids, drawings, specifications, etc., and will be furnished to all prospective bidders. Its receipt by the bidder must be acknowledged in the space provided on the Bid Form (Standard Form 21) or by letter or telegram received before the time set for opening of bids. Oral explanations or instructions given before the award of the contract will not be binding.

2. **Conditions Affecting the Work.**—Bidders should visit the site and take such other steps as may be reasonably necessary to ascertain the nature and location of the work, and the general and local conditions which can affect the work or the cost thereof. Failure to do so will not relieve bidders from responsibility for estimating properly the difficulty or cost of successfully performing the work. The Government will assume no responsibility for any understanding or representations concerning conditions made by any of its officers or agents prior to the execution of the contract, unless included in the invitation for bids, the specifications, or related documents.

3. **Bidder's Qualifications.**—Before a bid is considered for award, the bidder may be requested by the Government to submit a statement regarding his previous experience in performing comparable work, his business and technical organization, financial resources, and plant available to be used in performing the work.

4. **Bid Guarantee.**—Where a bid guarantee is required by the invitation for bids, failure to furnish a bid guarantee in the proper form and amount, by the time set for opening of bids, may be cause for rejection of the bid.

A bid guarantee shall be in the form of a firm commitment, such as a bid bond, postal money order, certified check, cashier's check, irrevocable letter of credit or, in accordance with Treasury Department regulations, certain bonds or notes of the United States. Bid guarantees, other than bid bonds, will be returned (*a*) to unsuccessful bidders as soon as practicable after the opening of bids, and (*b*) to the successful bidder upon execution of such further contractual documents and bonds (including any necessary coinsurance or reinsurance agreements) as may be required by the bid as accepted.

If the successful bidder, upon acceptance of his bid by the Government within the period specified therein for acceptance (sixty days if no period is specified) fails to execute such further contractual documents, if any, and give such bond(s) (including any necessary coinsurance or reinsurance agreements) as may be required by the terms of the bid as accepted within the time specified (ten days if no period is specified) after receipt of the forms by him, his contract may be terminated for default. In such event he shall be liable for any cost of procuring the work which exceeds the amount of his bid, and the bid guarantee shall be available toward offsetting such difference.

5. **Preparation of Bids.**—(*a*) Bids shall be submitted on the forms furnished, or copies thereof, and must be manually signed. If erasures or other changes appear on the forms, each erasure or change must be initialed by the person signing the bid. Unless specifically authorized in the invitation for bids, telegraphic bids will not be considered.

(*b*) The bid form may provide for submission of a price or prices for one or more items, which may be lump sum bids, alternate prices, scheduled items resulting in a bid on a unit of construction or a combination thereof, etc. Where the bid form explicitly requires that the bidder bid on all items, failure to do so will disqualify the bid. When submission of a price on all items is not required, bidders should insert the words "no bid" in the space provided for any item on which no price is submitted.

(*c*) Unless called for, alternate bids will not be considered.

(*d*) Modification of bids already submitted will be considered if received at the office designated in the invitation for bids by the time set for opening of bids. Telegraphic modifications will be considered, but should not reveal the amount of the original or revised bid.

6. **Submission of Bids.**—Bids must be sealed, marked, and addressed as directed in the invitation for bids. Failure to do so may result in a premature opening of, or a failure to open, such bid.

7. **Withdrawal of Bids.**—Bids may be withdrawn by written or telegraphic request received from bidders prior to the time set for opening of bids. (See par. 8 regarding late withdrawals.)

STANDARD FORM 22 (Rev. 2-78)
Prescribed by GSA, FPR (41 CFR) 1-16.401

8. Late Bids, Modifications of Bids, or Withdrawal of Bids.—(*a*) Any bid received at the office designated in the solicitation after the exact time specified for receipt will not be considered unless it is received before award is made and either:

(1) It was sent by registered or certified mail not later than the fifth calendar day prior to the date specified for the receipt of bids (e.g., a bid submitted in response to a solicitation requiring receipt of bids by the 20th of the month must have been mailed by the 15th or earlier); or

(2) It was sent by mail (or telegram if authorized) and it is determined by the Government that the late receipt was due solely to mishandling by the Government after receipt at the Government installation.

(*b*) Any modification or withdrawal of a bid is subject to the same conditions as in (a), above. A bid may also be withdrawn in person by a bidder or his authorized representative, provided his identify is made known and he signs a receipt for the bid, but only if the withdrawal is made prior to the exact time set for receipt of bids.

(*c*) The only acceptable evidence to establish:

(1) The date of mailing of a late bid, modification, or withdrawal sent either by registered or certified mail is the U.S. Postal Service postmark on both the envelope or wrapper and on the original receipt from the U.S. Postal Service. If neither postmark shows a legible date, the bid, modification, or withdrawal shall be deemed to have been mailed late. (The term "postmark" means a printed, stamped, or otherwise placed impression (exclusive of a postage meter machine impression) that is readily identifiable without further action as having been supplied and affixed on the date of mailing by employees of the U.S. Postal Service. Therefore, offerors should request the postal clerk to place a hand cancellation bull's-eye "postmark" on both the receipt and the envelope or wrapper.)

(2) The time of receipt at the Government installation is the time-date stamp of such installation on the bid wrapper or other documentary evidence of receipt maintained by the installation.

(*d*) Notwithstanding (a) and (b) of this provision, a late modification of an otherwise successful bid which makes its terms more favorable to the Government will be considered at any time it is received and may be accepted.

NOTE: The term "telegram" includes mailgrams.

9. Public Opening of Bids.—Bids will be publicly opened at the time set for opening in the invitation for bids. Their content will be made public for the information of bidders and others interested, who may be present either in person or by representative.

10. Award of Contract.—(*a*) Award of contract will be made to that responsible bidder whose bid, conforming to the invitation for bids is most advantageous to the Government, price and other factors considered.

(*b*) The Government may, when in its interest, reject any or all bids or waive any informality in bids received.

(*c*) The Government may accept any item or combination of items of a bid, unless precluded by the invitation for bids or the bidder includes in his bid a restrictive limitation.

11. Contract and Bonds.—The bidder whose bid is accepted will, within the time established in the bid, enter into a written contract with the Government and, if required, furnish performance and payment bonds on Government standard forms in the amounts indicated in the invitation for bids or the specifications.

☆ U.S. GOVERNMENT PRINTING OFFICE: 1978-261-647/3634

9412

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: PMS-000S(100)
2. STATE PROJECT NO.: See below
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 00046
2A. COUNTY NAME: Marion
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2/18/83
8. FEDERAL ROUTE NUMBER: Various
9. STATE ROUTE NUMBER: Various
10. GENERAL LOCATION: City of Salem Pavement Marking Project
11. GENERAL DESCRIPTION OF WORK: Contractor's Claim
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [x] OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Keasey's letter of 2/22/82 this will confirm the date of 2/18/83 as date of Notice of Contractor's Claim and you are authorized to proceed with the necessary work as defined by FHPM 1-4-2.4 at a TEC of $5,000 Federal Funds $5,000. Reimbursement will be in accordance with FHPM 1-4-2.4 paragraph 4. (SFO #1)

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
MAR 15 '83
REFER TO
FOR
Info | Insp | R/D | D/R | Sign | Act | File

Orig to 3/15

14. DATE: 3/10/83
15. SIGNATURE OF APPROVING OFFICIAL: E. J. Walsh
16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Salem 2,

STATEMENT OF OVERRUNS AND UNDERRUNS

SECTION: City of Salem Pavement Marking Project
HIGHWAY: City of Salem Streets
COUNTY: Marion

CONTRACT #: 9412
PREFIX #: 364-1066
F.A.P. #: PMS-000S(100)

Item	Contract Amount	Semi-Final Amount	%(+ or -)
Bid Items	$414,117.10	$431,387.08	+ 4.2 %
Anticipated I	18,635.27	N/A	
Contingencie	37,270.54	28,000.00	- 24.9 %
Engineering			
Total	$470,022.91	$459,387.08	- 2.3 %

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

No.	Item	Contract Quantity	Final Quantity	%(+ or -)
3.	Temporary Signs	388 sq. ft.	126 sq. ft.	- 67.5 %

Estimate was based on several locations being worked at the same time. Contractor used, at most, two crews; hence, signing requirements were less than anticipated.

4.	Flaggers	920 hours	1997.5 hours	+ 117.1 %

Contractor did not place all the legends required at a given location at the same time but rather returned to the location more than once with each return requiring additional flagging time. The contractor also took considerable time in sandblasting and cleanup during the removal of existing legends.

William L. Saur

1 ✓
2 /

RECEIVED
ROAD DESIGN SECTION

City of Salem
Pavement Marking Project

Contract No. 9412

Resident Engineer's Narrative Report

Contract Special Provisions

The contractor, Eterna Line Corporation, has filed a claim for the removal (by sandblasting) of the existing legends. His contention is that the special provisions do not specifically address removal of existing pavement markings for removal's sake, but rather only to effect a proper bond. The removal of existing legends is mentioned twice in the special provisions, once under "WORK TO BE DONE" and later under article 648.32, "Preparation of Pavement." If the intention is to have all existing pavement markings removed for the sake of removal, it should be clearly stated in a separate article of the special provisions. This article should make it clear that removal of existing legends is to be accomplished as an integral part of the project and is not related to pavement preparation for the application of new thermoplastic legends. The possibility of having a separate bid item for removal of existing legends might also be considered.

Removal of Existing Legends

The contractor removed the existing pavement markings by sandblasting, as this was the method required in the special provisions. Two matters of concern should be addressed here: whether the removal of existing legends is a productive use of scarce funds and, if so, what method of removal should be specified, if any.

On this project the new thermoplastic markings were placed in the same location as the old paint markings. Because the new thermoplastic markings were of a slightly different size and shape (the old painted markings did not conform to the MUTCD), in many cases "ghosts" or "shadows" of the old paint legend remained, in some instances obscuring the message of the marking. Removal of the vestiges of the old legend is obligatory under these circumstances to prevent confusion of the motorist and ensure traffic safety.

However, the possibility exists of relocating the new thermoplastic legends either upstream or downstream of the old painted legends. In most cases the pavement surface would be better; chemicals in the painted legends have often permeated the road surface and degraded the pavement under the existing legends. The old legends can then be left to wear away through normal traffic use. For an interim period of time there would be a double legend present, a new distinct thermoplastic one and an older, fading painted one. This procedure seems to have been used to some degree in both the City of Eugene and Multnomah County. The effort and expense of removing the existing legends is thus eliminated or considerably alleviated.

Should it be decided that the removal of the old legends is required, the method of removal should be left to the contractor, subject to approval of the engineer. Sandblasting was found to be effective in most cases but often

began to damage the pavement surface. In addition, protection of traffic during extensive sandblasting operations was cumbersome and cleanup operations quite time consuming. Protection of newly applied thermoplastic from sandblasting should also be required lest the surface bead be removed and night time reflectivity be reduced.

WORKMANSHIP/MATERIAL APPLICATION

The contractor began the installation of new legends on May 21, 1982. Material had been precut, assembled, shipped to Salem, and stored in a local warehouse. The contractor originally attempted to install all the legends that were required in a particular block to minimize the movement of equipment and personnel from location to location. However, problems arose with respect to assembling and transporting the various pieces associated with a variety of different legends. In addition, the crews installing the material were more productive when they only had to install a particular type of legend during the day. For these reasons the contractor changed his method of operation to put in all of a particular legend throughout the project before commencing the installation of another type.

Because of the above method of operation, the contractor did have to spend more time in moving, sign set-up, and flagging. Often the contractor would return to the same intersection several times to install the several different types of legends required. The contractor felt, however, that the increased productivity and initiative of the crews warranted this type of operation.

In addition, all sandblasting of the existing legends was performed at a still later date when virtually all material had been installed and the contractor could concentrate his entire effort on sandblasting. Because the contractor spent almost as much time on legend removal as he had on the installation of the new material, the flagging hours actually performed were in excess of double those estimated in the contract.

The crews installing the thermoplastic gained proficiency and experience rapidly. They found the material to be quite easy to handle and apply and fairly forgiving. Once a routine for set-up and application of a particular legend was established, considerable progress could be made.

Most of the material application was completed by the end of July. At that point, the contractor focused all his efforts on removal of the existing legends after having received notice from the State of Oregon early in July directing such removal. Virtually all of August and September and the first two weeks of October were devoted to sandblasting the old painted legends. All material installation required under the contract was completed by October 4, 1982, the contract expiration date. The contractor completed sandblasting on October 14, 1982, and requested a final inspection.

Thermoplastic Material

The 3M Stamark brand thermoplastic appears to be working well. The material was easy to handle and apply and presented no serious problems to the crews. It has excellent nighttime reflectivity and, in most areas, seems quite durable.

Pavement preparation prior to application is generally minimal. It should be emphasized that the advantages of the material will be enhanced when it can be applied to pavement in good condition rather than the rough, cracked surfaces often found on Salem's streets during the project. Inlaying the material into a newly surfaced roadway would appear to be the optimal use of the material.

From preliminary observations, the major limitation of the material is that it does not seem suited for areas with very heavy turning movements, particularly by truck traffic. Crosswalks and, to a lesser extent, legends which are subject to these heavy turning movements wear away quite quickly and small bits of the material have been tracked down the road by the vehicle tires. It appears that the rotational pressure on the thermoplastic caused by heavy trucks turning over it cause the material to tear; because the material is then more free to move under this rotational pressure, it becomes ground between the tires and the pavement and soon wears away. The 3M representative is aware of this problem and has been helpful in conveying these concerns to the manufacturer.

Traffic Control

Advance signing was adequate and the crews became quite efficient in relocating the signing when the project moved from site to site. Flagging, however, was sometimes unsatisfactory as the flaggers were often lax and did not pay sufficient attention to prevailing traffic conditions. Continuing emphasis should be placed on the alertness of flaggers both to insure motorist safety and the protection of crews working in the street.

Contract Time

The original contract expiry date was September 30, 1982. Because of a STOP WORK order issued over the Labor Day holiday weekend a contract extension to October 4, 1982, was granted. The contractor had completed all material installation by this date but had not yet finished the sandblasting of old legends. On September 22, 1982, he had requested an extension to November 1, 1982. A recommendation to grant an extension to October 22, 1982, was submitted by memorandum dated October 1, 1982. The request for extension was subsequently denied and liquidated damages were assessed until completion of the legend removal on October 14, 1982.

Final Inspection

Eterna Line Corporation submitted a request for a final inspection on October 13, 1982, and on October 28, 1982, a semifinal inspection was held. Attending were Bill Kappus and Mike Herron of FHWA; Gerry Wimer, Dave Weaver, Duane Christensen, Warren Mueller, and Don Wagner of OSHD; Lew Garrison, Bill Saur, and Bob Taber of the City of Salem; Hanks Silverheels of Eterna Line Corporation; and Tony Corcoran of 3M Corporation.

Many sites throughout the project were visited with attention given to those areas where severe wear on the new thermoplastic legends had been noted. These occurred in places with substantial numbers of heavy turning trucks and it was the consensus of those present that replacement of the material in those locations with new thermoplastic would not be fruitful. The

manufacturer's representative will be providing new material to the City to make up for that material which had failed.

There were a few areas noted in which the old legends still needed sandblasting. The contractor agreed with these observations and the legends noted were removed on November 1, 1982.

Conclusion

The new legends and markings installed stand out very well and offer excellent nighttime reflectivity. The durability of the markings in most areas appears to be very good although, because this is a demonstration project, the cost effectiveness of the project will need to be assessed at a future date.

William L. Saur

William L. Saur
Traffic Project Engineer, City of Salem

C/3221D

9412

FORM 81-736-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: City of Salem Pavement Marking		WEEK ENDING: November 13, 1982 B
		SECTION PREFIX: 324-1066
HIGHWAY: City Streets		COUNTY: Marion
NAME OF JOB: City of Salem Pavement Marking	KIND OF WORK: Pavement Marking	
CONTRACTOR: Eterna-Line Corporation	CONTRACT NUMBER: 9412	FEDERAL AID PROJECT NUMBER: PMS-000S(100)
DATE OF CONTRACT: November 24, 1981	DATE WORK STARTED: 5-21-82	ESTIMATED COMPLETION DATE: September 30, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: N.A.	WORK DAYS USED: N.A.
	SPECIFIED CALENDAR DAYS: N.A.	CALENDAR DAYS USED: N.A.
PROJECT AUTHORIZATION: $ 470,022.91	SPECIFIED COMPLETION DATE: ~~September 30, 1982~~ 10-4-82	PERCENT OF TIME ELAPSED: N.A.
EXCLUSIVE OF ENGINEERING: $ 432,752.37	ENGINEERING AUTHORIZATION: $ 37,270.54	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 104%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 414,117.10	ENGINEERING COST TO DATE: $ 31,715.93	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION ____%	DATE PROJECT WAS COMPLETED: October 14, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11-7	----------			
MONDAY 11-8	No Work			
TUESDAY 11-9	" "			
WEDNESDAY 11-10	" "			
THURSDAY 11-11	" "			
FRIDAY 11-12	" "			
SATURDAY 11-13	" "			

K

RECEIVED
NOV 23 1982
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 11-7	No work.
MONDAY 11-8	No work.
TUESDAY 11-9	No work.
WEDNESDAY 11-10	No work.
THURSDAY 11-11	No work.
FRIDAY 11-12	No work.
SATURDAY 11-13	No work.

REMARKS

Waiting for final.

SIGNED William L Lawn LOCATION City of Salem

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

941-

CTC 522

S

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 31, 1983

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: SUBJECT: Request for Increase in Project Authorization
City of Salem Pavement Marking Section
City Streets, Marion County
Contract No. 9412

NOTED
H.S.COULTER

This federal aid project was completed in November, 1982 with no overrun of the project authorization evident at that time. It is now apparent that the final cost will exceed the project authorization by $35,000.00 or 7.4 percent.

The contractor submitted a claim which was settled for $41,500. This settlement has already been paid to the contractor.

This category of work is 100% federal funding with no state or city matching funds.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $35,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
Bill Saur, City of Salem
Phil Stearns
R. D. Church
D. E. Swan

81-125-1387

9412

4.

CON

October 26, 1982

Eterna-Line Corporation
413 E 37th
Boise, ID 83704

Time Extension Request
City of Salem Pavement
Marking Project
Contract No. 9412
FAP No. PMS-000S(100)

Your request for additional contract time in which to complete the above project has been very carefully reviewed.

Since the removal of existing legends by sandblasting was a specifically stated part of the work to be done under the original contract, your request must be denied.

Should you have other reasons which you feel entitle you to additional contract time, please contact Project Manager Bill Saur.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. O. Fredrickson w/att.
Warren Mueller w/att.
Bill Saur, City of Salem w/att.

324-1066

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: C. T. Keasey
CONSTRUCTION ENGINEER

DATE: October 12, 1982

FROM: Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Salem Pavement Marking Project
Various City Streets
Contract 9412

Eterna-Line Corporation, contractor on the subject project, by the attached formal request which includes the consent of their surety, asks that we increase the allowable time on the subject project from October 1, 1982, to November 1, 1982. Actually, the original contract specified a September 30, 1982, completion date. Suspension of work orders adjusted this to October 4, 1982.

Eterna-Line's formal request is accompanied by a September 22, 1982, letter from their president Steve Neighbors. He explains that they completed the original contract as they understood it by October 4, 1982. He anticipates 20 extra working days to complete sandblasting of "paint shadows." The "paint shadows" are the subject of a claim from his firm.

William L. Saur, Project Manager for the City of Salem, in his attached October 1, 1982, letter indicates that he believes an extension to October 22, 1982, is sufficient and recommends such an extension.

Liaison Manager Warren Mueller, in his attached October 8, 1982, letter says that he believes we misinterpreted the "paint shadow" specification, and because of this he, too, recommends extension of the contract to October 22, 1982, without penalty.

Unless the "paint shadow" claim is resolved in the contractor's favor, this office cannot recommend any additional extension.

GW/rgb

cc: Warren Mueller

W. R. Schwartz:

I recommend that this request be denied since the work causing the overrun was original contract required work.

CE CAE FOE QCS SCS EEO — RECEIVED OCT 13 1982 CONSTRUCTION SECTION — OM CA IC TC FE CP

81-123-1387

.9412

L.

Eterna-Line CORPORATION

413 E. 37th • Boise, Idaho 83704 • (208) 345-700(

IDAHO BRANCH, INC. AGC SPECIALTY CONTRACTOR

RECEIVED
STATE HWY ENGR
MAR 29 '82
REFER TO
Frederickson
FOR
Info | Inve. | B/D | D.E. | Sign | Acct. | File ✓

March 25, 1982

State of Oregon
Dept. of Transportation
Transportation Building
Salem, OR 97310

RE: City of Salem, PMS 000S(100)
Contract #9412

Gentlemen:

In reference to the flagging and traffic control for the above referenced project, we propose to use the state proposed traffic control system with the following modifications.

1) Signing for the project will be set up on a day's run, i.e. 15 block long run on one street signed from both ends - start and finish.
2) All cross streets will have movable signing systems, as we move down the 15 block run.
3) Four flaggers will be used, one for each traffic leg in an intersection on a two way street, two for a one way.
4) The following signs will be used.
   a. Paint Crew Ahead or Road Construction Ahead
   b. Flagger Ahead
   c. Prepare To Stop
   d. Flagger Ahead/ Prepare To Stop
5) The flaggers will be responsible for the movable signs, assigned 1 each.

These are a proposed starting place. There will, of course, have to be varying modifications based upon actual situations as they arise, as determined by our foreman and the inspecting engineer.

We would like your response to the following thoughts. Under Section 111.11 (a) Signs, we are limited to wooden signs. We would like you to consider a flexible sign, thus easily transported by a flagger. It would be highly reflective, more so than engineer grade, as specified. I've enclosed a sample for your consideration.

Also, we would like to suggest the use of 18" traffic cones with four inch reflective bands in place of 4" posts for isolating the flagger positions. This would increase the ease of mobility for the flaggers since they stack together while still maintaining their safety.

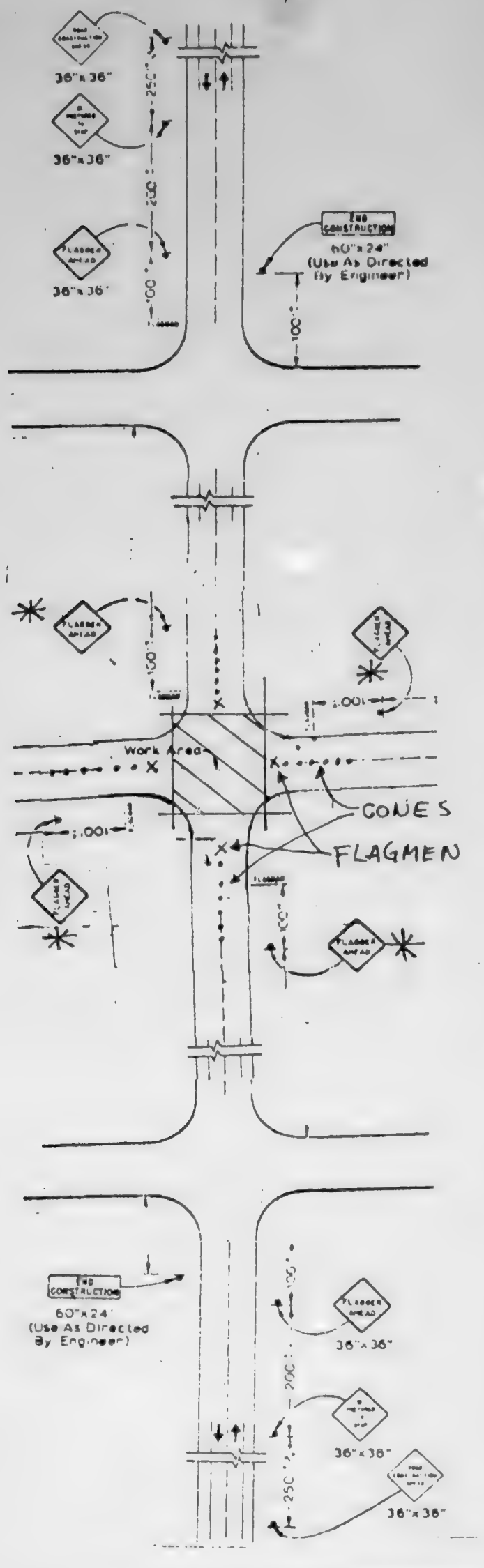
Please let me know your thoughts as soon as possible.

Thank you,

Steve Neighbors

Steve Neighbors
President

SGN/rc



* SIGN TO READ:

"FLAGGER AHEAD
BE PREPARED
TO STOP"

- SIZE OF SIGN
  TO BE 48"X48"

9412

November 6, 1981

City of Salem
Courthouse
Salem, OR 97301

ACR 4

Attention: Patricia Wolfe
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7553

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the installation of pavement markings on various city streets.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (conformed agreement attached)

9412

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-28-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(100)		
2. STATE PROJECT NO. See below		
3. FROM: Dale E. Wilken, Division Administrator	4. PROGRAM NO.	2A. COUNTY NAME: Marion
	5. ITEM NO. 00046	

6. TO

Mr. H. S. Coulter, State Highway Engineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10-28-81	Various	Various

10. GENERAL LOCATION:

CITY OF SALEM PAVEMENT MARKING PROJECT

11. GENERAL DESCRIPTION OF WORK

Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Mr. Swan's October 26, 1981 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $736,567 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

(Increase TEC $278,567 Federal Funds)

RECEIVED
STATE HWY ENGR
NOV 13 '81
REFER TO
FOR
Info | Invest | R/D | Traf | Mtce | Etc

copy/art 11-13

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10-28-81	G. K. Brewer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9412.

CITY OF SALEM, OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

October 28, 1981

Mr. Phillip O. Stearns
Region II Federal Aid Engineer
207 E. Salem Highway Building
Salem, Oregon 97310

Subject: Letter of Understanding - Pavement Marking Demonstration Grant

Dear Phil:

Enclosed are three signed copies of the Letter of Understanding between the City of Salem and the State of Oregon regarding the Pavement Marking Demonstration Project. Also enclosed are three certified copies of Resolution 81-157 passed by City Council on October 19, 1981, approving the Mayor to sign this Letter of Understanding. When the appropriate State Highway signatures are made, please send us a fully executed Letter of Understanding for our records.

If you have any questions, please call.

Sincerely,

Bruce F. Schafer, P.E.
City Traffic Engineer

Prepared by:
Lewis H. Garrison, P.E.
Traffic Design Engineer

Enclosures

cc: Ron Merry
Rosalind Daniels

Enclosures

9412

October 22, 1981

DES 16

Mr. Larry A. Pearson
Director of Marketing
Pave-Mark Corporation
P. O. Box 1397
Smyrna (Atlanta), Georgia 30081

Dear Mr. Pearson:

The Oregon State Highway Division is acting as the contracting agent for the City of Salem on the pavement marking project to which you referred in your recent letter.

The City will be responsible for the maintenance and, for that matter, the long-term results of the project. At their request, we are re-bidding the project with revised specifications which provide the option for either Class B-1 or Class B-2 thermoplastic materials.

I have taken the liberty of forwarding your letter and information which you supplied me to Mr. Bruce Schafer, City of Salem Traffic Engineer, who has been making the decisions on this project.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

ESH:ja

cc Bruce Schafer (enc.)
Traffic Engineer
City of Salem

bc H. S. Coulter
J. H. Versteeg (enc.)
Jack Sullivan "

Pave-Mark®
CORPORATION
3141 Nifda Boulevard • P.O. Box 1397 • Smyrna (Atlanta), Georgia 30081 • (404) 351-9780 • CABLE: PAVMARK

October 12, 1981

RECEIVED
TECHNICAL SERVICES
OCT 16 '81
REFER TO
FOR
Info | Invest | R/D | [illegible] | Ign | dt | File

Mr. E. S. Hunter
Assistant State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Hunter:

You can save money...a lot of money when you re-issue the bidder's proposal for pavement marking for the City of Salem city streets.

The specification for this project for this project called for "the furnishing and placing of Class B-2 White Prefabricated Retroflective Pliant Polymer Film pavement markings on prepared portland cement and asphalt concrete surfaces." Prefabricated retroreflective pliant polymer film, otherwise known as cold applied plastic, costs significantly more than the same job done utilizing hot applied thermoplastic markings.

For instance, a recent Mississippi project for statewide railroad crossings markings bear out this contention. The Mississippi project was bid hot sprayed hydrocarbon thermoplastic in one alternate and preformed cold applied plastic as another alternate. Bidder A bid both alternates while bidder B, who was the low bidder, bid only the thermoplastic alternate. All of these results are shown in the below table:

Amount	Unit	Description	Preformed Cold Applied Bidder A	Hot Applied Thermoplastic Bidder A	Low Bid Bidder B
119,952	L.F.	16" Detail Strp. (Wht.)	$4.15	$ 1.85	$ 1.60
99,608	L.F.	24" Detail Strp. (Wht.)	8.85	2.55	2.15
5,714	Ea.	Legend "R" (Wht.)	45.00	20.00	13.00

Bidder A bid both alternates.
Bidder B (low bidder) bid only hot applied thermoplastic.

As these bid results clearly show, preformed cold applied plastic costs 200-300 percent and more than the same job done with hot applied thermoplastic.

Although this job was bid using hot spray hydrocarbon thermoplastic material, we strongly recommend the use of hot applied alkyd thermoplastic material for optimum durability. This is especially important for city streets where the pavement markings receive significant more punishment than on highways. Alkyd thermoplastic material costs about 10 percent more than hydrocarbon thermoplastic but the difference in durability is well worth the small extra cost. Even using the best thermoplastic material available, the installed cost of cold applied preformed plastic is still over 200 percent greater than the same job using hot applied alkyd thermoplastics.

We suggest you consider allowing contractors to bid hot applied alkyd thermoplastics as an alternate to cold applied preformed plastics. Attached you will find a copy of a brochure which gives more information on alkyd thermoplastics as well as our specification on this durable pavement marking material.

As the country's oldest and largest supplier of thermoplastic pavement marking materials, Pave-Mark has a continuing program of research to help specifiers get the most value for their pavement marking expenditures and we would be most happy to assist you in any further way possible.

Sincerely yours,

Larry A. Pearson
Director of Marketing

LAP:bh

Enclosures

ALKYD SPECIFICATION
(Short Form)

SPECIFICATION

THERMOPLASTIC PAVEMENT MARKING COMPOUND

WHITE & YELLOW

A. General Characteristics: This specification covers a reflectorized thermoplastic striping material that is applied to the road surface in a molten state by mechanical means with a surface application of glass spheres. When applied properly and at the designated thickness and width, the stripe shall, upon cooling, be reflectorized and be able to resist deformation by traffic. The compound shall not deteriorate upon contact with sodium chloride or other chemicals used to prevent formation of ice on roadway or streets, or because of pavement content or petroleum residues deposited by motorized traffic. The material shall not give off fumes which are toxic or otherwise injurious to persons or property. The material shall not break down if held at the plastic state, and viscosity versus temperature characteristics shall remain constant through up to four reheatings for each batch. There shall be no color change through four reheatings and the color shall be the same from batch to batch. The compound shall not scorch or discolor in four hours if held at the recommended application temperature prescribed by the manufacturer.

1. Material Composition: The manufacturer shall have the option of formulating the compound according to his own specifications; however, a minimum of 8 percent by weight of the entire compound formulation shall consist of maleic-modified glyceryl ester of rosin. The total binder content of the compound shall not be less than 18 percent and have a minimum glass sphere content of 20 percent. The pigmented binder shall be uniformly dispersed and the material shall be free from all skins, dirt and foreign objects. The compound shall meet the requirements of Table B.

2. Application: The alkyd thermoplastic shall be a hot extruded thermoplastic applied at 3/32 to 3/16 inches exhibiting a uniform cross section. The stripe shall maintain its original dimensions and placement. The exposed compound shall be free from tack and shall not be slippery when wet. The cold ductility of the compound shall be such as to permit normal movement with the road surface without chipping or cracking. The compound shall be installed at 400-435°F.

3. Drying Time: When applied at a temperature range of 211 ± 7°C. (412.5 + 12.5°F.) and a thickness of 3.2 mm (0.125 inches) the material shall set to bear traffic in not more than 2 minutes when the air temperature is 50°F. and not more than 15 minutes when the air temperature is 90°F.

4. Color: The white compound shall contain a minimum of 8 percent titanium dioxide and, after setting shall be pure white and free from dirt or tint. Yellow reflectorized thermoplastic shall be Federal Yellow in color. The material shall not change its color and brightness characteristics after prolonged exposure to sunlight.

5. Reflectorization: During manufacturing, reflectorizing glass spheres shall be mixed into the material in an amount not less than 20 percent by weight. Glass spheres shall be applied to the surface of the thermoplastic compound by an automatic bead dispenser simultaneously so as to imbed the spheres up to 1/2 their diameter in the finished stripe. The drop-on glass spheres shall be applied at a rate of approximately 6 pounds to 100 square feet of thermoplastic line and conform to AASHTO 247.

5.1 Premix Glass Spheres: The glass spheres shall be free from all air inclusions, clear, smooth and free from scratches which may hinder their functions as a reflecting media.

Refractive Index	1.50 Minimum
Spheres	80% Minimum True Spheres

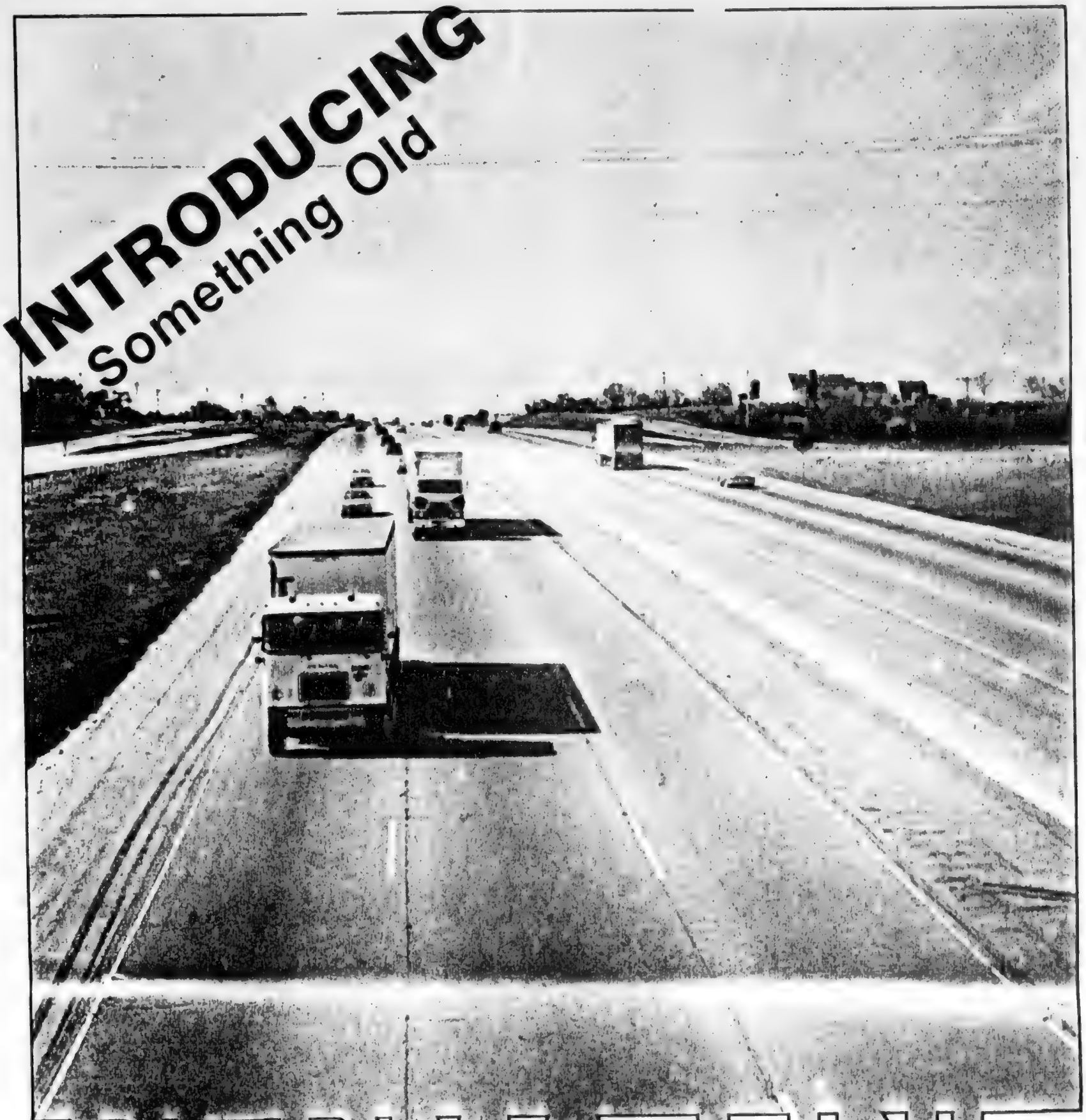
Gradation Sieve No.	Passing
#40	95% Minimum
#80	15% Maximum

B. Physical Requirements of the Thermoplastic Compound:

	Alkyd	
	White	Yellow
Glass Spheres (5.1) Percent by Weight	20 Min.	20 Min.
Titanium Dioxide Percent by Weight	8 Min.	-----
Lead Chromate, Heat Stabilized, Percent by Weight	-----	Option of Manufacturer
Specific Gravity	1.95 Min. 2.15 Max.	1.95 Min. 2.15 Max.
Daylight Reflectance	75 Min.	45 Min.
Color Match		Federal Standard No. 595 Color No. 13538
(After Heating Four Hours at 425°F.)		
Bond Strength	180 PSI Min.	180 PSI Min.
Softening Point, Ring & Ball	90°C. Min.	90°C. Min.
Izod Impact Resistance (Inch/Lbs.)	10 Min.	10 Min.
Yellowness Index	0.15 Max.	-----
Low Temperature Stress Cracking (20°F.)	None	None
Color		45 Min.

C. Methods of Sampling and Testing: The binder of the alkyd thermoplastic compound shall be confirmed to be properly formulated by running the following test, to wit: Heat until soft and mix together approximately 100 grams of thermoplastic material with 10 grams of ordinary 30 weight non-detergent motor oil. Pour the mixed molten material into a shallow metal container such as the metal top of a glass jar approximately 2 to 4 inches in diameter, and allow to cool. If the oil has separated and the thermoplastic remains hard, it is confirmed to be properly formulated. If the material is softened by the non-detergent motor oil, the material will be deemed unacceptable. Further testing by infrared analysis may be used to confirm the identity of the binder.

D. Packaging and Markings: The alkyd thermoplastic compound shall be packaged as blocks measuring 14" X 28" X 2¼", weighing approximately 23 kg. (50 lbs.) in suitable corrugated containers to which it will not adhere during storage or shipment.



PERMA-LINE

ALKYD THERMOPLASTIC PAVEMENT MARKINGS

RELIABILITY YOU CAN SEE!

Perma-Line Alkyd Thermoplastics - No other pavemen

Alkyd thermoplastics have been on America's highways and streets since the mid 1950's. No other type of durable pavement marking has a better record of durability and no other product today is a better value.

Value in pavement marking is more important today than ever before. With restricted budgets and manpower, you may have less money to restripe or repave. You need a pavement marking material you can simply apply and forget. The only product in which you can have that kind of confidence is hot applied Perma-Line alkyd thermoplastic material.

Why Perma-Line?

Pave-Mark Corporation, during the 1950's and 1960's, applied Perma-Line alkyd thermoplastic pavement markings as a Perma-Line distributor. Pave-Mark began manufacturing alkyd pavement marking material in 1970. And, for the next decade, Pave-Mark and Perma-Line produced almost all the alkyd thermoplastic made in America. Today, Pave-Mark owns the manufacturing and name rights to all Perma-Line products. The combination of these two companies assures the specifier that only the best alkyd formulation is used.

The Emergence of Hydrocarbon Thermoplastics

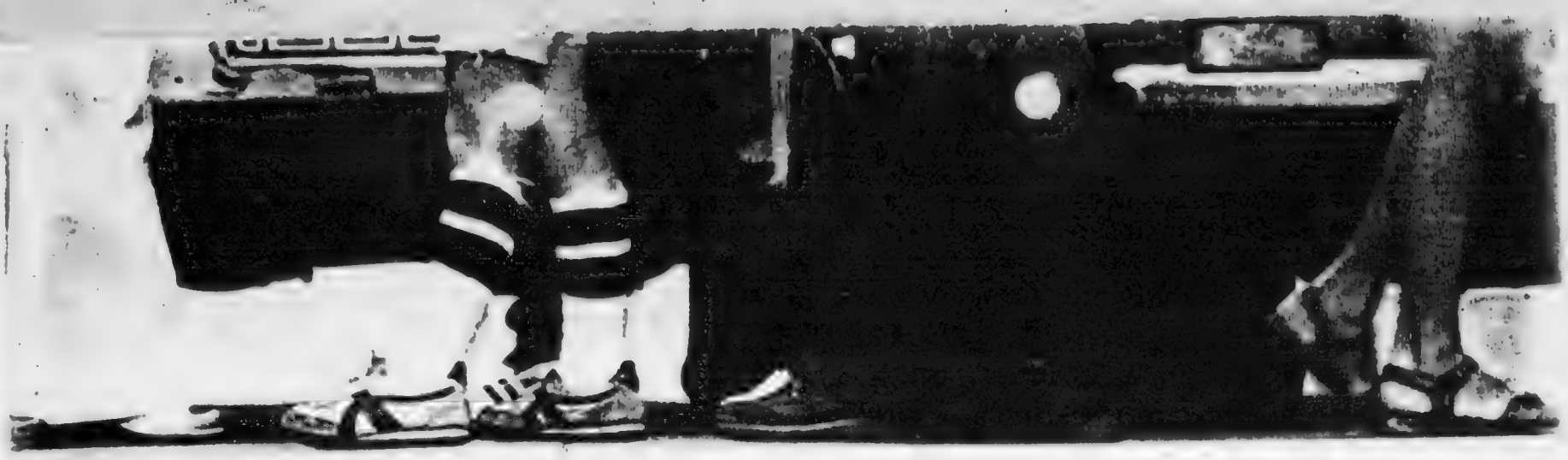
In the early 1970's a synthetic hydrocarbon resin based thermoplastic material gained popularity. It was one-half the price of the alkyd formulation and allowed contractors to be more competitive on low bid work. The hydrocarbon material also had the advantage of being sprayable and could be applied in a thinner film for greater yields. While hydrocarbon formulations did not have the long term durability of the alkyds, the significant price difference swung the vast majority of thermoplastic production to hydrocarbon.

However, during the past few years, the price of the alkyd material has stabilized while the hydrocarbon thermoplastic has risen sharply. Today, the two materials are much closer in price with the hydrocarbon formulation still moving higher, making the alkyd material distinctly a much better value.

The unretouched photos in this brochure tell the story. In Wisconsin, Florida, North Carolina and many other states, Perma-Line alkyd thermoplastic materials have been down for 8, 10 years and longer and are still serviceable. They have retained their color, their reflectance, and generally are still in good shape.

Florida's highways present special problems for stripping materials. The extremely high A.D.T. count plus the blistering hot sun will often weaken and fade most striping material. But not Perma-Line alkyd. This photo of the Julia Tuttle Causeway between Miami and Miami Beach, taken in 1981, was striped with Perma-Line alkyd in 1968. For 13 years it has been on the road doing the job...reliability you can see.

In New York City's extremely severe environment, other types of durable pavement markings, including hydrocarbon thermoplastics, have great difficulty in surviving this continuous punishment. Perma-Line alkyd thermoplastics are widely used through out the city with a service life measured in years, not months. What makes this service life outstanding is the daily punishment the stopbars, crosswalks and other legends receive with stop and go traffic leaking diesel oil, gasoline, grease, combustion fumes and heat directly into the thermoplastic. Alkyds can withstand this type of abuse, not only because of the stronger more flexible binder composition, but the alkyd material is chemically incompatible with grease and oil drippings. Hydrocarbon formulations react with this oil and grease, softening and darkening the striping material. **Note the photo at the right.**



marking material lasts as long or is more cost effective.

Alkyd Thermoplastic vs preformed cold applied plastic material

At first glance the preformed cold plastic system might seem to be a simpler and more cost effective way to mark pavements, but such is simply not the case. Preformed cold applied plastic markings consist of plastic material containing glass spheres. It is sold in 60 and 90 mil thickness in various widths with symbols and legends also available. A primer must be used with this material to make a good bond with cold asphalt or concrete surfaces. The cold plastic must first have its backing paper removed to expose the adhesive, then it is hand placed or rolled onto the surface with an applicator designed for this purpose followed by a tamper cart with a 200 pound minimum load, and it is recommended that this be followed by additional tamping with vehicle tires. Compare the preformed plastic application costs and questionable adhesive bond with alkyd thermoplastic that is hot applied at 400 degrees and heat welded into the pavement.

The major drawback to cold applied plastic material is its cost effectiveness. The initial savings in using hot applied alkyd thermoplastic against cold plastic is 2½ to 10 times. Square foot material costs of 90 mil alkyd formulations average about 50 cents a square foot while the cold plastic material costs in the range of $1.50 to $2.50 per square foot for stripes and over $5.00 per square foot for legends. For example, if you install 100 durable messages and arrows, the thermoplastic application equipment is paid for by the dollar saving using Perma-Line alkyd material rather than cold applied plastic.

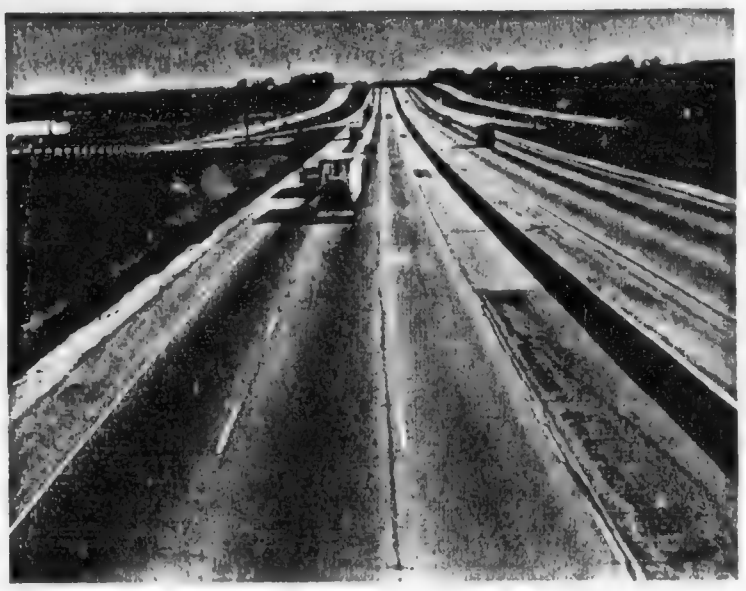
The difference is even greater when you consider that the hot applied alkyd thermoplastic material is applied at least 90 mils thick while the cold plastic may only be 60 mils thick. This 50 percent difference means greater durabilty for the thermoplastic material. In addition the thermoplastic material is more reflective, its application is quicker, is less traffic interruptive and eliminates inventory problems that preformed plastics cause with tapes of different widths and colors, left and right turn arrows and various types of legends.

No environment is tougher on pavement markings than New York City. This crosswalk at First Avenue and Sixty Sixth Street was striped with Perma-Line alkyd material over two years ago and is still in excellent shape. Diesel fuel is especially destructive to most striping material, but Perma-Line alkyd stands up to diesel powered buses, trucks and automobiles without softening, darkening or deteriorating. This photo was taken in 1981.

PERMA-LINE ALKYD THERMOPLASTICS...THE PERFORMANCE PROVEN BEST BUY IN DURABLE PAVEMENT MARKINGS!

There is nothing better than Pave-Mark's Perma-Line alkyd thermoplastic for long term cost effectiveness on highways, rural roads, or on city streets. There is no tamping, compacting, or rolling as required with cold applied preformed plastics, nor is there any field proportional mixing or exposure to your crews of dangerous chemicals as with epoxy or polyester reactive products.

Pave-Mark can recommend the use of alkyd thermoplastic pavement marking materials without reservation because of its excellent long term durability record. Alkyd thermoplastics are not a new, unproven product. Because of that, we believe there is no finer and more cost effective pavement marking material available.



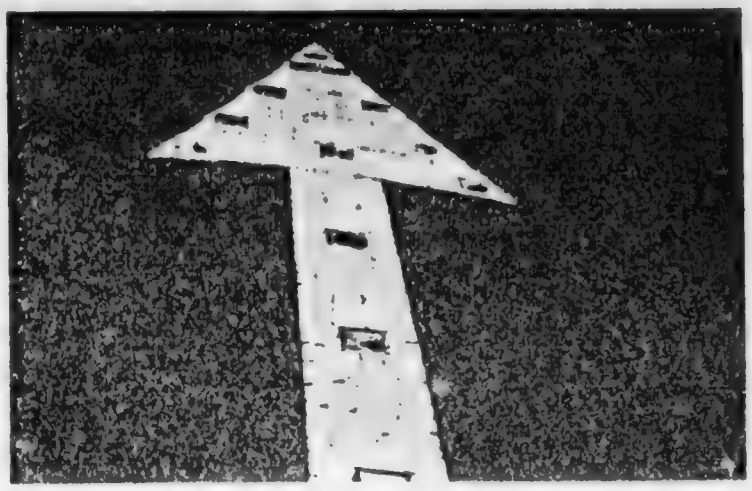
This Wisconsin section of Interstate 94 between Chicago and Milwaukee was striped in 1971 with Pave-Mark alkyd material. Despite 10 years of snow plowing, tire chains and studs, salt application and repeated freeze-thaw cycles, the alkyd thermoplastic is still serviceable. Photo taken in 1981

Perma-Line is the right striping product to specify...right now.

Specify Perma-Line on new asphalt paving projects Not only will your application costs be far less than preformed plastic, but, you're installing a superior pavement marking system with a 25 year unequaled performance record. The application can be economically accomplished by pavement marking contractors or by government agencies themselves.

Specify Perma-Line in your restriping program, particularly in urban areas where greater durability is a necessity. Perma-Line is not only an asset to your well thought out traffic control system, but to your reputation as well.

Specify Perma-Line on your 4R projects. Why not establish Perma-Line remarking as your own 5th R?



This 1981 photo of a Pave-Mark alkyd arrow was installed in Florida in 1971. Not only is the alkyd thermoplastic arrow perfectly clean and legible, but the raised markers embedded in the "Perma-Line" are still there...more proof that this is reliability that you can see.

Now is the time to get an alkyd program started in your state. Pave-Mark can help you get your program started in three ways. Write Pave-Mark Corporation for detailed written specifications. This will assure you that the suppliers only use the best formulations of alkyd thermoplastic material. Second, Pave-Mark's On The Mark Program can assist you in developing an alkyd formulation that meet those specifications and is "right" for your roads and climatic conditions. Also Pave-Mark can supply the application equipment designed to efficiently extrude alkyd material to the proper thickness on your road surfaces.

Get your alkyd program started today with Pave-Mark...the industry leader in alkyd thermoplastics.

PAVE-MARK/PERMA-LINE Products

- Alkyd and Hydrocarbon hot applied Thermoplastics
- Thermoplastic Primer sealers (3 types)
- Glass Spheres
- Retroreflective Glass Spheres
- Complete line of associated pavement marking machinery and equipment
- Epoxy Hot Applied Thermoplastic (Epoflex)
- Epoxy resin pavement marking materials

Call or write us today

Pave-Mark. CORPORATION

America's oldest and largest manufacturer of thermoplastic pavement marking material

P.O. BOX 1397, Smyrna, Georgia 30081
Telephone (404) 351-9780

9412

October 22, 1981

DES 16

Bruce F. Schafer, P.E.
City Traffic Engineer
City of Salem
555 Liberty Street
Salem, OR 97301

Dear Mr. Schafer:

We have revised the specifications on the City of Salem Pavement Marking Project to include both Class B-1 and B-2 thermoplastic marking material.

Bids will be received on the project November 19, 1981.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

ESH:ja

bc H. S. Coulter
J. H. Versteeg (enc.)
Jack Sullivan "

CITY OF SALEM, OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

October 15, 1981

Mr. E.S. Hunter
Assistant State Highway Engineer
Oregon State Highway Division
Technical Services Branch - Room 200
Transportation Building
Salem, OR 97310

SUBJECT: Revision of City of Salem Pavement Marking Project Specifications

Dear Mr. Hunter:

The City of Salem wishes to include in the revision of its Pavement Marking Project specifications the option for both Class B-1 and Class B-2 thermoplastic pavement markings; previously only Class B-2 had been specified. The appropriate additions and changes should be made in the following sections of the original special provisions: 648.01, 648.12, and 648.35. An additional section, 648.02 Optional Material, should also be included in which bidders are made aware of the specific material options available.

The following agencies were contacted for their knowledge of or experience with both Type A hot-laid thermoplastic and Types B-1 and B-2 cold thermoplastic: City of Eugene, Lane County, City of Corvallis, Clackamas County, and City of Springfield.

Both types of cold thermoplastic have been generally found to be long-lasting and easy to use and handle. Equipment requirements and manpower needs are minimal in maintaining or adding to the cold thermoplastic system.

Hot thermpolastic was found to be not as long lasting as the cold and posed difficulties both with respect to maintenance and in terms of equipment/manpower needs. The hot thermoplastic would require fairly expensive specialized equipment and extra personnel. It was also noted that the hot thermoplastic was difficult to work with and machine set-up very time-consuming. Because City of Salem personnel would be responsible for continuing maintenance/patching operations, the cost of purchasing hot thermoplastic equipment, additional staffing requirements and the shorter material life associated with the hot thermoplastic lead the City to specify Type B cold thermoplastic only in the special provisions.

RECEIVED
TECHNICAL SERVICES
OCT 16 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

It is requested that the bid specifications be revised per the above and that the project be rebid in the next three weeks.

Should you have further questions or comments please contact this office at 588-6076.

DEPARTMENT OF PUBLIC WORKS
Traffic Division

Bruce F. Schafer, P.E.
City Traffic Engineer

C/5155C

cc: Ron Merry
Rosalind Daniels
Lew Garrison
Bill Saur
Glen Clark
Jack Sullivan
Bill Bergstedt

9412

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: PMS-000S(100)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00046

2A. COUNTY NAME: Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/16/81

8. FEDERAL ROUTE NUMBER: Various

9. STATE ROUTE NUMBER: Various

10. GENERAL LOCATION:

City of Salem Pavement Marking Project

11. GENERAL DESCRIPTION OF WORK

Pavement Marking

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Mr. Swan's 9/15/81 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $458,000 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

(The above authorization is within current obligation for subject project)

RECEIVED
STATE HWY ENGR
SEP 25'81
REFER TO
FOR
Info | Inves | R/D | O.E. | Sec. | Asst. | File

14. DATE: 9/16/81

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hoosen

16. TITLE: for Division Administrator

FHWA FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9412

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

324-1977

August 31, 1981

Ron Merry
Director of Public Works
Room 325 City Hall
555 Liberty St.
Salem, OR 97301

Dear Mr. Merry:

Enclosed are four copies of a letter of understanding for the Pavement Marking Demonstration Project.

Please review the document and, if satisfactory, present it to your City Council for their consideration. If approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign it. Forward three copies of the signed document and resolution authorizing the signatures to this office. Retain the extra copy of the document for your information. A fully executed copy will be returned for your records.

Sincerely,

Phillip O. Stearns
REGION FEDERAL AID ENGINEER

POS/rgb
attch.
cc: D. H. Moehring

9412

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-29-80

FEDERAL AID PROJECT NO.: MS-000S(100)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 00046

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG'R
OCT 2-'80
REFER TO
Moehring
FOR

10-2 ovid

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
9/29/80	9/29/80	Various	Various

GENERAL LOCATION:

Salem Pavement Marking Project

GENERAL DESCRIPTION OF WORK:

Pavement Marking

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 9/25/80 you are authorized to proceed with actions necessary to advance the physical construction of the subject project at a TEC $458,000.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9/29/80	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-055

9412

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-22-80

FEDERAL AID PROJECT NO.: 1S-000S(100)

STATE PROJECT NO.: see below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 00046

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

4/25
~~Orig~~

RECEIVED
STATE HWY ENGR
APR 25 '80
REFER TO
Moehring
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	4/22/80	Various	Various

GENERAL LOCATION:

Salem Pavement Marking Project

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 3/17/80 letter you are now authorized to proceed with the work shown above at a TEC of $17,000 Federal funds.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4/22/80	G. K. Hoosman	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-858

PRO 6-1

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: H. S. Coulter
State Highway Engineer

DATE: February 14, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Section 205 Project

The City of Salem has requested a project to survey and prepare an inventory of pavement marking needs on city streets and then install the markings with City Forces. As part of the project, the State will also install reflectorized pavement buttons on five State Highways within the city to improve lane delineation visibility.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	City Funds	State Funds
State & City	Salem Pavement Marking	$157,500	$157,500	0	0

The project has been investigated and is eligible for funding under Title II, Section 205, (Pavement Marking Demonstration Program). We recommend your approval and request that you authorize this project under delegated authority.

2-21
Orig to Con Unit
CC to Traffic
Unit

L. E. George
Traffic Engineer

RHB:jrb

APPROVED BY:

On Vacation
State Highway Engineer

DATE: 2/20/80

Copy to Department

1982 Columbia River-SE Powell Blvd. Sec. of the E. Portland Freeway. (Removal) 9413

9413

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 89-309			State Oregon
PROJECT REPORT NUMBER			County Multnomah
MODIFICATION NUMBER 2		5-23-89	Project Number I-205-7(83)308

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 11 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 21,218,058.00	$ 21,154,458.00
Federal funds	$ 19,567,290.00	$ 19,508,639.00
Other revisions		

This modification is made for the following reasons: To deobligate Appn Code 042 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of MAY , 19 '89 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____
for MANAGER, PROGRAM SECTION
(Title)

XXBy FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 10, 1989

Federal-aid Project No. I-205-7(83)308

Columbia River Br.-S.E. Powell Blvd. Section
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 7224
Roadway (8 Lanes)(Sta. 83+30 to Sta. 94+60)(Sta. 126+15 to Sta. 135+80)

Subtotal from previous estimate of June 22, 1983		$ 2,644,700.20
	Decrease in Construction Costs	(63,600.00)
	Subtotal	$ 2,581,100.20
	Engineering	302,472.80
	Total	$ 2,883,573.00

Type Code 7224
Roadway (6 Lanes)(Sta. 138+20 to Sta. 156+40)(Sta. 159+51 to Sta. 296+20)(Sta. 301+12 to Sta. 402+30.5)(Sta. 404+31.50 to Sta. 427+96)(Sta. 430+08 to Sta. 435+00)

Subtotal from previous estimate of June 22, 1983	$ 13,424,510.00

Type Code Y007
Structure, Bridge No. 16045

Total the same as previous estimate of March 11, 1982	$ 170,475.00

Type Code Y007
Structure, Bridge No. 16044A

Total the same as previous estimate of March 11, 1982	$ 6,790.00

Type Code Y007
Structure, Bridge No. 16046A

Total the same as previous estimate of March 11, 1982		$ 46,875.00
	Subtotal	$ 224,140.00
	Engineering	28,017.00
	Total	$ 252,157.00

Type Code Y002
Signing (Sta. 83+10 to Sta. 435+00)

Total the same as previous estimate of March 11, 1982	$ 1,404,589.00

Type Code Y030
Illumination (Sta. 83+10 to Sta. 435+00)

Total the same as previous estimate of March 11, 1982	$ 2,373,750.00

Type Code Y033
Signals (12 Locations)(Sta. 83+10 to Sta. 435+00)

Total the same as previous estimate of March 11, 1982	$ 418,275.00

Length of 8 Lane Roadway	0.404 mi.
Length of 6 Lane Roadway	5.391 mi.
Length of Structures	0.000 mi.

Cost of 8 Lane Roadway Per Mile	$ 7,136,556.93
Cost of 6 Lane Roadway Per Mile	$ 2,490,170.65

Type Code Y004
Contract 9413 (Clearing Work)

Total from previous estimate of June 22, 1983	$ 397,604.00

Length of Project	0.000 mi.

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway 8 Lanes	$ 2,883,573.00	$ 2,659,231.00	$ 224,342.00
Roadway 6 Lanes	13,424,510.00	12,380,083.00	1,044,427.00
Structures	120,000.00	110,664.00	9,336.00
Structures	252,157.00	232,539.00	19,618.00
Signing	1,404,589.00	1,295,311.00	109,278.00
Illumination	2,373,750.00	2,189,072.00	184,678.00
Signals	418,275.00	385,733.00	32,542.00
Subtotal	$ 20,756,854.00	$19,141,969.00	$1,614,885.00
Clearing (Cont. #9413)	397,604.00	366,670.00	30,934.00
Total	$ 21,154,458.00	$19,508,639.00	$1,645,819.00

Appn Code: 042

Roadway Contract

Subjob 011 = 97%; Subjob 081 = 3%
Contract No. 9443
Prefix: C626-1909
C626-1079

Clearing Contract

Subjob 011 = 100%
Contract No. 9413
Prefix: C626-1909
C626-1073

DCN:bkw

9413

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: 6-185		County: Multnomah
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: I-205-7(83)308
MODIFICATION NUMBER: 1	6-27-83	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 14 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 20,251,006.00	$ 21,218,200.00
Federal funds	$ 18,675,467.00	$ 19,567,290.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of June , 19 83 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Mary A. Potter

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen file

Oregon State Highway Division
Salem, Oregon June 22, 1983

Federal-Aid Project No. I-205-7(83)308

Columbia R. Br.-S.E. Powell Blvd. Section
East Portland Freeway in Multnomah County

REVISED PROJECT AGREEMENT

Type Code 7224
Roadway (8 Lanes) Sta. 83+30 to Sta. 94+60)(Sta. 126+15 to Sta. 135+80)

Subtotal of previous estimate of March 11, 1982			$ 2,436,565.00

Previous Estimate

Borrow Excavation	2,050 Cu. Yd.	5.00	10,250.00
Watering	20 M-Gal.	15.00	300.00
Treated Base Mixture	20,250 Ton	20.00	405,000.00
Continuously Reinforced Conc. Pvt.	17,850 Cu. Yd.	59.50	1,062,075.00
Reinforced Conc. Pvt.	940 Cu. Yd.	100.00	94,000.00
4-Inch Concrete Surfacing	1,475 Sq. Yd.	9.00	13,275.00
Concrete Curbs, Type B-1, Modified	7,970 Lin. Ft.	3.00	15,075.00
Temporary Concrete Barrier	1,650 Lin. Ft.	20.00	33,000.00
			$ 1,632,975.00

Revised Estimate

Borrow Excavation	2,535 Cu. Yd.	5.00	$ 12,675.00
Watering	82 M-Gal.	15.00	1,230.00
Treated Base Mixture	23,980 Ton	20.00	479,600.00
Continuously Reinforced Conc. Pvt.	18,089 Cu. Yd.	59.50	1,076,236.00
Reinforced Conc. Pvt.	1,000 Cu. Yd.	100.00	100,000.00
4-Inch Concrete Surfacing	2,461 Sq. Yd.	9.00	22,149.00
Concrete Curbs, Type B-1, Modified	9,015 Lin. Ft.	3.00	27,045.00
Temporary Concrete Barrier	4,576 Lin. Ft.	20.00	91,520.00
Recycled Asph. in Treated Base (P.A. #6)	55 Ton	100.00	5,500.00
Extra Cement in "PCC" (P.A. #14)	172 Ton	62.00	10,664.00
Extra for Asph. Treated Base (P.A. #15)	3,019 Ton	4.80	14,491.20
			$ 1,841,110.20

Increase	$ 208,135.20
Subtotal	$ 2,644,700.20
Engineering	302,472.80
Total (8 Lanes)	$ 2,947,173.00

Type Code 7224
Roadway (6 Lane)(Sta. 138+20 to Sta. 156+40)(Sta. 159+51 to Sta. 296+20)(Sta. 301+12 to Sta. 402+30.50)(Sta. 404+31.50 to Sta. 427+96)(Sta. 430+08 to Sta. 435+00)

Subtotal of previous estimate of March 11, 1982			$11,437,660.00
Previous Estimate			
Borrow Excavation	14,700 Cu. Yd.	5.00	$ 73,500.00
General Excavation	5,800 Cu. Yd.	5.00	29,000.00
Watering	480 M-Gal.	15.00	7,200.00
1"-0 Aggregate Base	19,800 Ton	12.00	237,600.00
Treated Base Mixture	15,750 Ton	20.00	315,000.00
Class "B" A.C. Mixture	9,100 Ton	20.00	182,000.00
Continuously Reinforcement Conc. Pvt.	102,350 Cu. Yd.	59.50	6,089,825.00
Reinforced Conc. Pvt.	1,410 Cu. Yd.	100.00	141,000.00
4-Inch Concrete Surfacing	9,045 Sq. Yd.	9.00	81,405.00
Concrete Curbs, Type B-1, Modified	86,530 Lin. Ft.	3.00	259,590.00
Temporary Concrete Barrier	1,810 Lin. Ft.	20.00	36,200.00
			$ 7,452,320.00
Revised Estimate			
Borrow Excavtion	16,965 Cu. Yd.	5.00	$ 84,825.00
General Excavation	12,110 Cu. Yd.	5.00	60,550.00
Watering	2,000 M-Gal.	15.00	30,000.00
1"-0 Aggregate Base	28,800 Ton	12.00	345,600.00
Treated Base Mixture	18,840 Ton	20.00	376,800.00
Class "B" A.C. Mixture	10,390 Ton	20.00	207,800.00
Continuously Reinforced Conc. Pvt.	102,508 Cu. Yd.	59.50	6,099,226.00
Reinforced Conc. Pvt.	1,500 Cu. Yd.	100.00	150,000.00
4-Inch Concrete Surfacing	15,118 Sq. Yd.	9.00	136,062.00
Concrete Curbs, Type B-1, Modified	91,148 Lin. Ft.	3.00	273,444.00
Temporary Concrete Barrier	5,162 Lin. Ft.	20.00	103,240.00
Recycled Asph. in Treated Base (P.A. #6)	43 Ton	100.00	4,300.00
Recycled Asph. in Cl, "B" or "C" Mix (P.A. #6)	42 Ton	200.00	8,400.00
Adjust Manholes (P.A. #12)	14 Each	950.00	13,300.00
Extra Cement in PCC (P.A. #14)	1,054 Ton	62.00	65,348.00
Extra for Asph. in Treated Base (P.A. #15)	2,372 Ton	4.80	11,385.60
Cement Treated Sub-Grade (P.A. #16)	7,163 Sq. Yd.	1.63	11,675.79

Cement for Treated Sub-Grade (P.A. #16)	160 Ton	77.00	12,320.00
Guardrail, Type 2A W/Channel (P.A. #28)	1,475 Lin. Ft.	18.00	26,550.00
Guardrail, Type 3 W/Channel (P.A. #28)	225 Lin. Ft.	29.50	6,637.50
			$ 8,027,463.89
		Increase	$ 575,143.89
		Subtotal	12,012,803.09
		Engineering	1,429,706.91
		Total (6 Lanes)	$13,442,510.00
Salvage Concrete Barrier	6,000 Lin. Ft.	3.00	(18,000.00)
			$13,424,510.00

Type Code Y007
Structure, Bridge No. 16045

Total the same as previous estimate of March 11, 1982 $ 170,475.00

Type Code Y007
Structure, Bridge No. 16044A

Total the same as previous estimate of March 11, 1982 $ 6,790.00

Type Code Y007
Structure, Bridge No. 16046A

Total the same as previous estimate of March 11, 1982 $ 46,875.00

Subtotal	$ 224,140.00
Engineering	28,017.00
Total	$ 252,157.00

Type Code Y002
Signing (Sta. 83+10 to Sta. 435+00)

Total the same as previous estimate of March 11, 1982 $ 1,404,589.00

Type Code Y030
Illumination (Sta. 83+10 to Sta. 435+00)

Total the same as previous estimate of March 11, 1982 $ 2,373,750.00

Type Code Y033
Signals (12 Locations)(Sta. 83+10 to Sta. 435+00)

Total the same as previous estimate of March 11, 1982 $ 418,275.00

Length of 8 Lane Roadway	0.404 mi.
Length of 6 Lane Roadway	5.391 mi.
Length of Structures	0.000 mi.
	5.795 mi.

Cost of 8 Lane Roadway	$ 7,294,982.67
Cost of 6 Lane Roadway	$ 2,493,509.55

Type Code Y004
Contract 9413 (Clearing Work)

Subtotal of previous estimate of March 11, 1982		$ 203,181.00

Additional Items

Aerial Mount Illumination Fixtures (P.A. #2)	All Required	$ 360.00
Furnish & Install Natural Gas Lines (P.A. #3)	All Required	1,815.00
Furnish & Install Guardrail (E.W.O. #1)	All Required	1,340.36
Provide Hot Water to Toilet Room (E.W.O #2)	All Required	1,385.20
Security Cameras & Monitor Sta. (E.W.O. #3)	All Required	42,849.77
Slider Gates & Control Systems (E.W.O. #4)	All Required	19,030.63
Emergency Power System	All Required	4,158.03
Repair & Paint Remod. Rec. Bldg.	All Required	2,650.46
Remove Fire Hydrant & Cap Line (E.W.O. #7)	All Required	463.68
Repair Bldg. to Mult. Co. Code (E.W.O. #8)	All Required	50,380.13
Added Security Per Jail Officials (E.W.O. #9)	All Required	7,331.26
Slope Paving Blocks & A.C. Curbs (E.W.O. #10)	All Required	4,169.49
C1 "C" AC Mix in Berms (E.W.O. #11)	All Required	2,961.31
Transfer Gym Equip., Books & Furniture (E.W.O. #12)	All Required	3,950.33
		$ 142,845.65

Increase	$ 142,845.65
Subtotal	346,026.65
Engineering	51,577.35
Total	$ 397,604.00

Length of project 0.0 mi.

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway 8 Lane	$ 2,947,173.00	$ 2,717,882.00	$ 229,291.00
Roadway 6 Lane	13,424,510.00	12,380,083.00	1,044,427.00
Structures	252,157.00	232,539.00	19,618.00
Signing	1,404,589.00	1,295,311.00	109,278.00
Illumination	2,373,750.00	2,189,072.00	184,678.00
Signals	418,275.00	385,733.00	32,542.00
Subtotal	$20,820,454.00	$19,200,620.00	$ 1,619,834.00
Clearing (Contract No. 9413)	$ 397,604.00	$ 366,670.00	$ 30,934.00
Total	$21,218,058.00	$19,567,290.00	$ 1,650,768.00

Clearing Contract

Group 1 100%
Contract No. 9413
Prefix: 626-1909
Prefix: 626-1073

Roadway Contract

Group 1 97%; Group 8 3%
Contract No. 9443
Prefix: 626-1909
Prefix: 626-1076

9413

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	State
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	Oregon
		County
	FEDERAL-AID PROJECT AGREEMENT	Multnomah
	4-14-82	Project No. I-205-7(83)308

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Columbia River Bridge - S.E. Powell Blvd. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-28-81 02-03-82	5.795
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 20,269,006.00 20,251,006.00 AM	$ 18,692,066.00 18,675,467.00 AM

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 11-11-82

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 11, 1982

FEDERAL-AID PROJECT
No. I-205-7(83)308

Columbia R. Br.-S.E. Powell Blvd. Section
East Portland Freeway Highway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code 7224
Roadway (8 Lanes)(Sta. 83+30 to Sta. 94+60)(Sta. 126+15 to Sta. 135+80)

Mobilization	10 %	All Required	$ 169,000.00
Temporary Protection and Direction of Traffic	10 %	All Required	2,500.00
Temporary Barricades	4 Each	200.00	800.00
Flagmen	40 Hour	22.00	880.00
Removal of Structures and Obstructions	5 %	All Required	2,500.00
Borrow Excavation	2,050 Cu. Yd.	5.00	10,250.00
Trench Excavation	300 Cu. Yd.	20.00	6,000.00
Finishing Roadbed and Slopes	10 %	All Required	5,000.00
Watering	20 M-Gal.	15.00	300.00
Treated Base Mixture	20,250 Ton	20.00	405,000.00
Cement in Treated Base Mixture	1,125 Ton	100.00	112,500.00
Continuously Reinforced Concrete Pavement	17,850 Cu. Yd.	59.50	1,062,075.00
Reinforced Concrete Pavement	940 Cu. Yd.	100.00	94,000.00
Pavement Terminal Anchors	68 Lin. Ft.	150.00	10,200.00
Termianl Expansion Joints	600 Lin. Ft.	150.00	90,000.00
12-inch Sewer Pipe	900 Lin. Ft.	20.00	18,000.00
15-inch Sewer	250 Lin. Ft.	25.00	6,250.00
Concrete Manholes	1 Each	1,500.00	1,500.00
Concrete Inlets, Type G	2 Each	1,000.00	2,000.00
Concrete Inlets, Type G-1	1 Each	1,000.00	1,000.00
Concrete Inlets, Type G-2	16 Each	1,200.00	19,200.00

Concrete Inlets, Type G (Stage B)	1 Each	500.00	500.00
Concrete Inlets, Type G-1 (Stage B)	43 Each	500.00	21,500.00
Concrete Inlets, Type G-2 (State B)	11 Each	500.00	5,500.00
Concrete Inlets, Type G-2 MA	1 Each	1,000.00	1,000.00
CL-6 Chain Link Fence	4,400 Lin. Ft.	6.00	26,400.00
4'x72" Chain Link Single Gates	3 Each	400.00	1,200.00
4-inch Concrete Surfacing	1,475 Sq. Yd.	9.00	13,275.00
Concrete Bikeway Surfacing	2,600 Sq. Yd.	9.00	23,400.00
Concrete Curbs, Type C	5,025 Lin. Ft.	3.00	15,075.00
Concrete Curbs, Type B-1 Modified	7,970 Lin. Ft.	3.00	23,910.00
Concrete Curbs, Type G-1 Modified	630 Lin. Ft.	3.00	1,890.00
Extra for Asphalt Approaches	3 Each	100.00	300.00
Concrete Barrier	3,700 Lin. Ft.	16.00	59,200.00
Concrete Barrier with Handrail	3,300 Lin. Ft.	50.00	165,000.00
Temporary Concrete Barrier	1,650 Lin. Ft.	20.00	33,000.00
Delineators, Type 2	50 Each	15.00	750.00
Mono-Directional Crystal Type 1 Markers	810 Each	3.00	2,430.00
White Type II Markers	3,250 Each	2.00	6,500.00
			$ 2,419,785.00

Anticipated Items

Permanent Pavement Striping	30 %	All Required	$ 900.00
Asphalt Cement Adjustment	30 %	All Required	7,500.00
On-the-job Trainees (2-2,000 @ $0.80)		All Required	1,600.00
Temporary Pavement Striping	30 %	All Required	780.00
Remove Pavement Striping	30 %	All Required	360.00
Temporary Erosion Control	30 %	All Required	2,400.00
Bikeway Signs	30 %	All Required	3,000.00
Water During Establishment Period	30 %	All Required	240.00
			$ 16,780.00
		SUBTOTAL	$ 2,436,565.00
		Engineering	302,473.00
		TOTAL (8 Lanes)	$ 2,722,258.00

Type Code 7224
Roadway (6 Lane) (Sta. 138+20 to Sta. 156+40)(Sta. 159+51 to Sta. 296+20)
(Sta. 301+12 to Sta. 402+30.50)(Sta. 404+31.50 to Sta. 427+96)(Sta. 430+08 to Sta. 435+00

Mobilization	90	%	All Required	$ 1,521,000.00
Temporary Protection and Direction of Traffic	90	%	All Required	22,500.00
Temporary Signs	167	Sq. Ft.	20.00	3,340.00
Temporary Barricades	20	Each	200.00	4,000.00
Temporary Plastic Safety Markers	8	Each	50.00	400.00
Flagmen	760	Hour	22.00	16,720.00
Removal of Structures and Obstructions	95	%	All Required	47,500.00
Borrow Excavation	14,700	Cu. Yd.	5.00	73,500.00
General Excavation	5,800	Cu. Yd.	5.00	29,000.00
Trench Excavation	890	Cu. Yd.	20.00	17,800.00
Finishing Roadbed and Slopes	90	%	All Required	45,000.00
Watering	480	M-Gal.	15.00	7,200.00
1"-0 Aggregate Base	19,800	Ton	12.00	237,600.00
Treated Base Mixture	15,750	Ton	20.00	315,000.00
Cement in Treated Base Mixture	875	Ton	100.00	87,500.00
Class "B" Asphalt Concrete Mixture	9,100	Ton	20.00	182,000.00
Class "C" Asphalt Concrete Mixture	1,150	Ton	20.00	23,000.00
Asphalt Cement in Mixture	620	Ton	200.00	124,000.00
Asphalt in Tack Coat	10	Ton	300.00	3,000.00
Continuously Reinforced Concrete Pavement	102,350	Cu. Yd.	59.50	6,089,825.00
Reinforced Concrete Pavement	1,410	Cu. Yd.	100.00	141,000.00
Pavement Terminal Anchors	1,762	Lin. Ft.	150.00	264,300.00
Terminal Expansion Joints	930	Lin. Ft.	150.00	139,500.00
Concrete Slope Paving	7,615	Sq. Yd.	25.00	190,375.00
Berm Paving	350	Sq. Yd.	12.00	4,200.00
Slope Paving Curbs	2,450	Lin. Ft.	10.00	24,500.00
12-inch Sewer Pipe	2,720	Lin. Ft.	20.00	54,400.00
Concrete Manholes	3	Each	1,500.00	4,500.00
Concrete Inlets, Type G-1	23	Each	1,000.00	23,000.00
Concrete Inlets, Type G-2	20	Each	1,200.00	24,000.00
Concrete Inlets, Type G-1 (Stage A)	2	Each	500.00	1,000.00

Concrete Inlets, Type G-2 (Stage A)	1 Each	500.00	500.00
Concrete Inlets, Type G-1 (Stage B)	165 Each	500.00	82,500.00
Concrete Inlets, Type G-2 (Stage B)	149 Each	500.00	74,500.00
Concrete Inlets, Type B	1 Each	1,000.00	1,000.00
Metal Medain Barrier	1,825 Lin. Ft.	16.00	29,200.00
Guard Rail, Type 2A	2,425 Lin. Ft.	14.00	33,950.00
Guard Rail, Type 3	113 Lin. Ft.	25.00	2,825.00
Guard Rail Anchors, Type 1	10 Each	400.00	4,000.00
Rail End Pieces, Type C	10 Each	100.00	1,000.00
CL-6 Chain Link Fence	17,685 Lin. Ft.	6.00	106,110.00
4'x72" Chain Link Single Gates	4 Each	400.00	1,600.00
4-inch Concrete Surfacing	9,045 Sq. Yd.	9.00	81,405.00
Concrete Bikeway Surfacing	19,575 Sq. Yd.	9.00	176,175.00
Concrete Curbs, Type C	12,045 Lin. Ft.	3.00	36,135.00
Concrete Curbs, Type B-1 Modified	86,530 Lin. Ft.	3.00	259,590.00
Concrete Curbs, Type G-1 Modified	580 Lin. Ft.	3.00	1,740.00
Extra for Asphalt Approaches	17 Each	100.00	1,700.00
Concrete Barrier	30,000 Lin. Ft.	16.00	480,000.00
Concrete Barrier with Fence	2,080 Lin. Ft.	20.00	41,600.00
Temporary Concrete Barrier	1,810 Lin. Ft.	20.00	36,200.00
Drainage Curbs	59,500 Lin. Ft.	1.20	71,400.00
Delineators, Type 2	400 Each	15.00	6,000.00
Delineators, Type 3	200 Each	25.00	5,000.00
Roadside Seeding and Mulching	5 Acres	900.00	4,500.00
Furnishing and Planting Trees	62 Each	25.00	1,550.00
Furnishing and Planting Shrubs	4,940 Each	7.00	34,580.00
Bark Mulch	92 Unit	150.00	13,800.00
Mono-Directional Crystal Type 1 Markers	1,520 Each	3.00	4,560.00
White Type II Markers	6,080 Each	2.00	12,160.00
Impact Attenuator, Hi-Dro Cushion Cells	2 Each	25,000.00	50,000.00
Impact Attenuator, G-R-E-A-T System	1 Each	15,000.00	15,000.00
			$11,390,940.00

Anticipated Items

Permanent Pavement Striping	70 %	All Required	$ 2,100.00
Temporary Pavement Striping	70 %	All Required	1,820.00
Remove Pavement Striping	70 %	All Required	840.00
Railroad Protective Cost		All Required	7,300.00
Bikeway Signing	70 %	All Required	7,000.00
Asphalt Cement Adjustment	70 %	All Required	17,500.00
On-the-job Trainees (5-5,000 at $0.80)		All Required	4,000.00
Temporary Erosion Control	70 %	All Required	5,600.00
Water During Establishment Period	70 %	All Required	560.00
			$ 46,720.00
		SUBTOTAL	$11,437,660.00
		Engineering	1,429,707.00
		TOTAL (6 LANE)	$12,867,367.00
Salvaged Concrete Barrier	6,000 Lin. Ft.	3.00	(18,000.00)
		TOTAL	$12,849,367.00

Type Code Y007
Structure, Bridge #16045

Alternate "A"

Wall Excavation	405 Cu. Yd.	15.00	$ 6,075.00
8-inch Concrete Block Walls	9,705 Sq. Ft.	15.00	145,575.00
Block Wall Footings	3,765 Sq. Ft.	5.00	18,825.00
Alternate "A"		TOTAL	$ 170,475.00

Type Code Y007
Structure, Bridge #16044A

Wall Excavation	17 Cu. Yd.	20.00	$ 340.00
8-inch Concrete Block Walls	290 Sq. Ft.	15.00	4,350.00
Block Wall Footings	140 Sq. Ft.	15.00	2,100.00
			$ 6,790.00

Type Code Y007
Structure, Bridge No. 16046A

Wall Excavation	95 Cu. Yd.	20.00	1,900.00
Concrete Footings	1,015 Sq. Ft.	5.00	5,075.00
Concrete Walls	2,660 Sq. Ft.	15.00	39,900.00
			$ 46,875.00
	SUBTOTAL (Alternate "A")		$ 224,140.00
	Engineering		28,017.00
	TOTAL		$ 252,157.00

Type Code Y002
Signing (Sta. 83+10 to Sta. 435+00)

Removal of Existing Sign	All Required	$ 1,000.00
Installation	All Required	11,000.00
Wood Sign Posts	All Required	200,000.00
Sign Support Footings	All Required	6,000.00
Breakaway Sign Posts	All Required	6,000.00
Single Post Breakaway Sign Supports	All Required	3,000.00
Single Post Slip Base Sign Supports	All Required	2,000.00
Offset Single Sign Supports	All Required	23,000.00
Sign Bridge, Sta. "AW" 60+00 Rt.	All Required	34,000.00
Sign Bridge Sta. "L" 155+00 Lt.	All Required	34,000.00
Sign Bridge Sta. "L" 175+50 Rt.	All Required	31,000.00
Sign Bridge Sta. "L" 230+00 Rt.	All Required	31,000.00
Sign Bridge Sta. "L" 260+25 Lt.	All Required	30,000.00
Sign Bridge Sta. "Ls" 270+50 Rt.	All Required	26,000.00
Sign Bridge Sta. "BC" 217+00 Rt.	All Required	19,000.00
Sign Bridge Sta. "BC" 277+75 Rt.	All Required	25,000.00
Sign Bridge Sta. "LC3 Rev." 331+00 RT	All Required	35,000.00
Sign Bridge Sta. "GSW" 350+42	All Required	32,000.00
Sign Bridge Sta. "NWA" 352+02	All Required	28,000.00
Sign Bridge Sta. "WA5" 352+91		

Sign Bridge Sta. "L" 363+00	All Required	40,000.00
Sign Bridge Sta. "DP" 409+75	All Required	28,000.00
Cantilever Sign Structure, Sta. "L" 124+30 Lt.	All Required	7,000.00
Cantilever Sign Structure, Sta. "L" 120+20 Rt.	All Required	7,000.00
Cantilever Sign Structure, Sta. "L" 84+00 Rt.	All Required	8,000.00
Cantilever Sign Structure, Sta. "L" 88+00 Lt.	All Required	8,000.00
Cantilever Sign Structure, Sta. "L" 93+50 Rt.	All Required	8,000.00
Cantilever Sign Structure, Sta. "L" 115+62 Lt.	All Required	6,000.00
Cantilever Sign Structure, Sta. "L" 121+16.69 Rt.	All Required	7,000.00
Cantilever Sign Structure, Sta. "AW" 73+25 Rt.	All Required	8,000.00
Cantilever Sign Structure, Sta. "L" 145+90 Lt.	All Required	8,000.00
Cantilever Sign Structure, Sta. "L" 162+25 Rt.	All Required	9,000.00
Cantilever Sign Structure, Sta. "L" 168+25 Lt.	All Required	8,000.00
Cantilever Sign Structure, Sta. "L" 191+50 Lt.	All Required	8,000.00
Cantilever Sign Structure, Sta. "L" 212+85 Lt.	All Required	8,000.00
Cantilever Sign Structure, Sta. "L" 226+00 Lt.	All Required	9,000.00
Cantilever Sign Structure, Sta. "SE" 233+25 Rt.	All Required	7,000.00
Cantilever Sign Structure, Sta. "L" 248+00 Lt.	All Required	10,000.00
Cantilever Sign Structure, Sta. "BC" 272+50 Lt.	All Required	9,000.00
Cantilever Sign Structure, Sta. "NE" 240+00 Lt.	All Required	7,000.00
Cantilever Sign Structure, Sta. "LN" 266+50 Lt.	All Required	8,000.00
Cantilever Sign Structure, Sta. "L" 292+15 Rt.	All Required	8,000.00
Cantilever Sign Structure, Sta. "SWG" 349+50 Rt.	All Required	8,000.00
Cantilever Sign Structure, Sta. "ST" 8+51 Lt.	All Required	9,000.00
Cantilever Sign Structure, Sta. "SD" 385+25 Rt.	All Required	7,000.00

Cantilever Sign Structure, Sta. "SD" 391+80 Rt.		All Required	9,000.00
Cantilever Sign Structure, Sta. "L" 373+25 Rt.		All Required	7,000.00
Cantilever Sign Structure, Sta. "Div" 23+30 Lt.		All Required	8,000.00
Cantilever Sign Structure, Sta. "Div" 17+07 Lt.		All Required	10,000.00
Cantilever Sign Structure, Sta. "L" 405+00 Lt.		All Required	8,000.00
Butterfly Sign Structure, Sta. "L" 393+50		All Required	5,000.00
Signal Pole Sign Mounts		All Required	2,000.00
Structure Mounts		All Required	36,000.00
Exit Number Sign Supports		All Required	9,000.00
Type "A" Signs in Place	434 Sq. Ft.	15.00	6,510.00
Type "AA" and "BB" Signs in Place	12,229 Sq. Ft.	16.00	195,664.00
Type "C", "D" and "R" Signs in Place	1,939 Sq. Ft.	7.00	13,573.00
Type "EE" Signs in Place	325 Sq. Ft.	8.00	2,600.00
Type "F", "G" and "M" Signs in Place	407 Sq. Ft.	8.00	3,256.00
Type "H" and "I" Signs in Place	77 Sq. Ft.	8.00	616.00
Type "V" Signs in Place	10 Sq. Ft.	10.00	100.00
Modify Existing Guide Signs		All Required	4,000.00
Sign Illumination Equipment		All Required	100,000.00
Sign Covers	241 Sq. Ft.	5.00	1,205.00
		SUBTOTAL	$1,248,524.00
		Engineering	156,065.00
		TOTAL (Signing)	$1,404,589.00

Type Code Y030
Illumination (Sta. 83+10 to Sta. 435+00)

Removal of Existing Illumination	All Required	$ 10,000.00
Roadway Lighting Poles and Arms	All Required	700,000.00
Pole Foundations	All Required	350,000.00
Luminaires and Ballasts	All Required	250,000.00
Switching Conduit, Wiring, Lamps, Etc.	All Required	800,000.00
	SUBTOTAL	$2,110,000.00
	Engineering	263,750.00
	TOTAL (Illum.)	$2,373,750.00

Type Code Y033
Signals (12 Locations)(Sta. 83+10 to Sta. 435+00)

Traffic Signal Installation, Complete	All Required	350,000.00

Anticipated Items

State Furnished Signal Programs	All Required	4,500.00
Signal Controller Testing	All Required	13,300.00
Signal Turn-On	All Required	4,000.00
		$ 21,800.00
	Subtotal	$ 371,800.00
	Engineering	46,475.00
	TOTAL (Signals)	$ 418,275.00

Length of 8 Lane Roadway -------	0.404 mi.
Length of 6 Lane Roadway -------	5.391 mi.
Length of Structures ----------	0.000 mi.
TOTAL ROADWAY	5.795 mi.

Cost of 8 Lane Roadway Per Mile---	$6,738,262.37
Cost of 6 Lane Roadway Per Mile---	2,383,484.88

Work Retained in Program Status

Water Control, Jail Area	All Required	$ 75,000.00
Clean and Repaint Retaining Walls	All Required	15,000.00
Video Inspect Drainage System	All Required	15,000.00
2nd Year Landscape Establishment (S.F.)	All Required	3,600.00
3rd Year Landscape Establishment (S.F.)	All Required	2,700.00
Work by PP&L	All Required	1,000.00
Work by Parkrose Water District	All Required	7,500.00
Work by P.G.E. (Lighting Revision)	All Required	3,000.00
South Banfield Structure Footings	All Required	175,000.00
Permanent Traffic Recorder (S.F.)	All Required	7,700.00

Type Code Y004
Contract 9413 (Clearing Work)

Mobilization		All Required	5,000.00
Removal of Structures and Obstructions		All Required	55,000.00
Furnishing and Placing Topsoil	214 Cu. Yd.	8.00	1,712.00
Security Fence	1,975 Lin. Ft.	15.88	31,363.00
Interior Security Fence	600 Lin. Ft.	22.38	13,428.00
10' Single Slider Gates	2 Each	473.00	946.00
15'x144" Chain Link Single Gates	2 Each	644.00	1,288.00
4'x84" Chain Link Single Gates with Transom	7 Each	208.00	1,456.00
Sod Lawn	0.3 Acre	12,100.00	3,630.00
Remodel Existing Building		All Required	88,958.00
			$ 202,781.00

Anticipated Items

Permit Fees		All Required	$ 300.00
Temporary Erosion Control		All Required	100.00
			$ 400.00
		SUBTOTAL	$ 203,181.00
		Engineering	27,429.00
			$ 230,610.00

Length of Project ---------- 0.00 miles

Contract No. 9413
Retained in Program Status

Salvage and Reinstall Guard Tower	All Required	$ 500.00
Furnish and Install Slider Gate Power Unit and Control	All Required	2,000.00
Furnish and Install Slider Gate Master Control	All Required	1,000.00
Install Security Cameras and Monitor Station	All Required	4,000.00
Install Door Alarm Circuits	All Required	1,600.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway 8 Lane	$ 2,722,258	$ 2,510,466	$ 211,792
Roadway 6 Lane	12,849,367	11,849,686	999,681
Structures	252,157	232,539	19,618
Signing	1,404,589	1,295,311	109,278
Illumination	2,373,750	2,189,072	184,678
Signals	418,275	385,733	32,542
SUBTOTAL	$20,020,396	$18,462,807	$ 1,557,589
Clearing (Cont. #9413)	230,610	212,660	17,950
TOTAL	$20,251,006	$18,675,467	$ 1,575,539

Clearing Contract

Group 1 100%
Contract No. 9413
Prefix (PE) 626-1909
626-1073

Roadway Contract

Group 1 97%; Group 8 3%
Contract No. 9443
Prefix: 626-1909
626-1076

12 Signal Locations

9 of 3

nig cc:OSHD (Mr Cou[illegible]r)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER	REPORT NUMBER	COUNTY	DIVISION
10	4	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
10-4-84	T. P. Lowe, Area Engineer (10-4-84)	I-205-7(83)308

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
7-25-82	8-7-84	- - %	Completion date: 5-31-82

APPROVED EXTENSIONS	LOCATION
55	See below

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right of way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work*

COLUMBIA RIVER - SE. POWELL BLVD.
EAST PORTLAND FREEWAY
Grading and Building Remodeling

This project provided for removal of part of the Rocky Butte Jail facilities to allow completion of Interstate 205. Also, additional temporary recreational facilities were constructed.

A considerable number of changes were necessary during the demolition and reconstruction work. Most of the changes were requested by Multnomah County. Completion of this project ultimately allowed the completion of I-205 almost a year ahead of schedule.

The final cost of $406,000 exceeded the original authorization by 68%.

NOTED
W. E. SCHWARTZ

---TPL---

RECEIVED
STATE HWY ENGR
OCT 15 '84
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

10/16

*NOTE [illegible] applicable for direct federal aid projects

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE: Original Signed By T. P. LOWE	SIGNATURE: Original Signed By G. K. HOSSNER
Thomas P. Lowe	Glenn K. Hossner
TITLE: Area Engineer	TITLE: Field Operations Engineer
DATE: 10-4-84	DATE: 10/11/84

FHWA 1446B

August 14, 1984

Great American Insurance Co.
Pacific NW Regional Office
PO Box 21109
Seattle, WA 98111

CON 5
#9413

Gentlemen or Ladies:

On August 10, 1984, we wrote to you concerning release of final payment on Contract No. 9413 awarded to Warren Pacific Corporation for work on the Columbia River-SE Powell Blvd. (Rocky Butte Jail Exercise Yard) Section of the East Portland Freeway in Multnomah County.

Final payment on this contract is $1,000.00. The total contract amount is $347,911.76 including $141,943.08 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Warren Pacific Corporation
2310 N. Kerby Street
Portland, OR 97227

Corroon & Black of Oregon
PO Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9413

Contract Payments 378-6594 FILE: CON 5

Robert Gormsen
Manager, Commission Services August 7, 1984

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9413,	On Site Work Substantially Completed July 25, 1984
All Work Completed	June 20, 1984	
Project	Columbia River Br.-SE Powell Blvd.	
Highway	East Portland Freeway	
County	Multnomah	
Type of Work	Building Removal	
Contractor	Warren-Pacific Corp.	

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

7-1

FORM 81-736-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia River Bridge - S. E. Powell Blvd. (Co. Shops Removal/Remodel)		WEEK ENDING: October 22, 1983
HIGHWAY: E. Portland Frwy., I-205		SECTION PREFIX: 626-1073
NAME OF JOB: Columbia River Bridge - S. E. Powell Blvd. (Removal)		COUNTY: Multnomah
CONTRACTOR: Warren Pacific Corporation	KIND OF WORK: Remove/Remodel Existing Buildings	
DATE OF CONTRACT: November 25, 1981	CONTRACT NUMBER: 9413	FEDERAL AID PROJECT NUMBER: I-205-7(83)308
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN 0 SUPERVISION 0	DATE WORK STARTED: January 18, 1982	ESTIMATED COMPLETION DATE: n/a
	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED CALENDAR DAYS: n/a	CALENDAR DAYS USED: n/a
	SPECIFIED COMPLETION DATE: 5-31-82 Extended to July 25, 1982	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION * $406,663.00 Added Auth. of 12-15-82	♦Added Authorization 12-15-82	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING * $350,663.00	ENGINEERING AUTHORIZATION $56,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $345,718.00	ENGINEERING COST TO DATE $60,000.00	DATE PROJECT WAS COMPLETED: July 25, 1982
ESTIMATED PERCENT OVERRUN / UNDERRUN 1 %	PERCENT OF AUTHORIZATION 107 %	

*Original Authorization $240,938.94 ♦Original Eng'r Auth. $19,105.29, increased to $50,000.00 7-14-82 = $378,830.00

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.	MAINTENANCE MATERIALS	Fencing XXXXXXXX	Remodel Exi Bldg, XXX
				Top Soil XXXXX	Remove Struc. XXXXX				
MILES IN PROJECT									
MILES PARTIALLY COMPLETED									
MILES COMPLETED									
TOTAL ESTIMATED QUANTITIES (CONTRACT)				214 CY	$55,000.00			2,575 L.Ft.	$ 94,558.00
TOTAL QUANTITIES CORRECTED TO DATE				236 CY	$57,500.00			2,536 L.Ft.	206,000.00
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				236 CY	$57,500.00			2,536 L.Ft.	206,000.00
AVERAGE DAILY QUANTITIES									
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				0	$ 0.00			0 L.Ft.	$ 0
NUMBER OF SHIFTS PER DAY				0	0			0	0
HOURS PER SHIFT				0	0			0	0

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	16	No weather being kept on this job.			Specified Completion Date: Original May 31, 1982, Extended (July 28, 1982) to July 25, 1982. Secr Notification Given 7-25-82.
MONDAY	17				
TUESDAY	18				
WEDNESDAY	19				
THURSDAY	20				
FRIDAY	14				
SATURDAY	15				

RECEIVED
OCT 24 1983
CONSTRUCTION SECTION

CE ___ CM ___
CAM ___ CA ___
CE ___ LC ___
OCS ___ TC ___
SCS ___ FE ___
EEO ___ CP ___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity October 14 to October 20, 1983.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Warren Pacific Corp. has completed all field work required on this job.
Semi-final submitted to Region. Final weekly report.

SIGNED David W. Willhite LOCATION Portland

David Willhite, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

March 14, 1983

PUB 10-1

Alex Pierce, President
Oregon Roadside Council
P. O. Box 1537
Portland, OR 97207

LANDSCAPING ON BANFIELD TRANSITWAY PROJECT
COLUMBIA RIVER HIGHWAY, MULTNOMAH COUNTY

The primary plant used in the original planting of the Banfield Freeway was ivy. Intermittent groups of shrubs used as mass plantings and a few trees were also included. An appreciable amount of this original planting is being removed currently to widen the Banfield Freeway. Future planting area is restricted by limited right-of-way.

The Union to 39th Avenue contract includes 39,000 ivy plants for planting disturbed areas behind retaining walls where right-of-way space permits. In time, these plants will cascade over the face of the retaining walls.

Landscape requirements from 39th Avenue on will be evaluated after the road construction activity is complete. Appropriate landscaping will be done in those areas disturbed by construction.

I hope this letter satisfies your concerns. If we can provide further information, please contact us.

Fred D. Miller
Director

dn

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
G. A. Potter
E. L. Hardt

GHB:bb

OREGON ROADSIDE COUNCIL

P.O. Box 1537
Portland, Oregon
97207

To maintain a central organization for individual and group effort toward the preservation and conservation of Oregon's great asset, her scenic beauty.

To affect such legislation as will protect the natural scene along the highways of our State and to cooperate with other agencies that have similar objectives.

Mr. Fred Miller
Director of Transportation
Oregon Department of Transportation
135 Transportation Building
Salem, Oregon 97310

February 24, 1983

RE: Light Rail Transit Corridor, Banfield Freeway, Portland

Dear Mr. Miller,

It has come to our attention that construction of the Light Rail Transit Corridor along the Banfield Freeway (Phase I and Phase II- Willamette River to approximately 92nd Ave.) will remove a large amount of major vegetation, including many specimen plantings which were originally placed at the time of the Banfield Freeway construction. We understand that no replacement landscaping will be provided and that bare concrete soundwalls will be install-ed.

A review of the Environmental Impact Statement relating to this construction states that there will be no negative impact upon the affected area. This statement appears contrary to what is being constructed.

We shall appreciate your concern and response to the above.

Sincerely yours,

Alex Pierce
President, ORC

cc. Mrs. Vickie Rocker, ODOT

RECEIVED
MAR 4 1983
Environmental Section

RECEIVED
DOT DIRECTOR
MAR 3 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9413

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.: CON

DATE: December 6, 1982

AGENDA
DEC 15 1982
IA-7

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Columbia River Bridge-SE Powell Blvd. Section
East Portland Freeway, Multnomah County
Contract No. 9413

This removal and remodeling project was completed on July 25 and it is apparent that the final cost will exceed the authorized amount by $27,833.00 or 7.35 percent.

The project calls for removal of Multnomah County highway shop buildings, a county jail recreation building and a prisoner exercise yard in order to make room for a highway fill. Provision of temporary replacement for the recreation and exercise facilities necessitated a previous increase in the project authorization to its current level.

The repairs and remodeling work required to make the project acceptable to Rocky Butte jail officials caused Extra Work Orders No. 8 and No. 9 to overrun the amounts anticipated for that work at the time of the previous overrun request by $23,350. The work done under these work orders included increased security measures such as additional doors, guard observation stations, roof access ladder, relocated guard tower, relocating and rewiring of television cameras and monitoring station and additional chain link security fence. The need for some of this additional work was made known after a prisoner escape revealed a blind spot in the observation network.

An unanticipated engineering expense was the design costs involved in seismic reinforcing of the walls of the remodeled recreation building. This work was necessary in order to obtain the required building permit and approvals.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $27,833.00 to a new total of $406,633.00. This matter will be on the consent calendar for the December 15 meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3123

9413 C

B

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction

378-6318

FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: November 17, 1982

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

NOTED
H.S.COULTER

SUBJECT: Request for Increase in Project Authorization
Columbia River Bridge-SE Powell Blvd. Section
East Portland Freeway, Multnomah County
Contract No. 9413

This removal and remodeling project was completed on July 25, 1982 and it is apparent that the final cost will exceed the authorized amount by $27,833.00 or 7.35 percent.

The project calls for removal of Multnomah County highway shop buildings, a county jail recreation building and a prisoner exercise yard in order to make room for a highway fill. Provision of temporary replacement for the recreation and exercise facilities necessitated a previous increase in the project authorization to its current level.

The repairs and remodeling work required to make the project acceptable to Rocky Butte jail officials caused Extra Work Orders No. 8 and No. 9 to overrun the amounts anticipated for that work at the time of the previous overrun request by $23,350. The work done under these work orders included increased security measures such as additional doors, guard observation stations, roof access ladder, relocated guard tower, relocating and rewiring of television cameras and monitoring station and additional chain link security fence. The need for some of this additional work was made known after a prisoner escape revealed a blind spot in the observation network.

An unanticipated engineering expense was the design costs involved in seismic reinforcing of the walls of the remodeled recreation building. This work was necessary in order to obtain the required building permit and approvals.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $27,833.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Arvey Nelson
R. D. Church
D. E. Swan

RECEIVED
STATE HWY ENGR
DEC 2 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81.125.1387

Contains Recycled Materials

I-205

ROAD DESIGN SECTION DES 16

James McNamee
Project Manager

August 6, 1982

Lyle K. Watters for
Donald R. Adams
Final Design Engineer

Revised Sign Shop Drawings
Columbia River Bridge-S.E. Powell Boulevard
East Portland Freeway
Multnomah County
Contract No. 9413

1 Verstoeg ✓
Anderson
Adams
3 Olson
3 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 6 1982
ROAD DESIGN SECTION

Do Not ...
Return To
Bring Up
Action

The decision has been made to extend the routing of Interstate Highway 84 to a termini at Interstate 5. This decision necessitates the revision of four signs on the above-named project.

Bill Beard, of this office, informed Pete Lemke of Traffic Control Signs Company to delay fabrication of the affected signs until informed by you to proceed.

Attached are three sets of approved shop drawings for Revised Signs No. 85, 91, 94 and 119. These shop drawings are to replace the previously distributed shop drawings and those drawings shall be voided. There is an increase of 26 square feet of Type "M" signs and an additional four 12-inch capital letters (WEST).

One set should be retained by you for field inspection purposes; one set forwarded to Don Wackerbarth's office for shop inspection of the signs; and one set sent to Traffic Control Signs Company for sign fabrication.

WGB:ja

Attachments

cc C. T. Keasey
E. L. Hardt
W. G. Beard

9413

L.

CON

July 28, 1982

Warren-Pacific Corp.
2310 N Kerby Street
Portland, OR 97227

Time Extension Request
Columbia River Br.-SE
Powell Blvd.
Contract No. 9413
FAP No. I-205-7(83)308

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 55 calendar days is granted due to performance of extra work.

The revised specified completion date is July 25, 1982. This will eliminate all liquidated dmaages under this contract.

/s/ E.S. Hunter

H. S. Coulter, P.E.
State Highway Engineer

NOTED
W. E. SCHWARTZ

OBJ:mk st

bc C. T. Keasey
Al Harwood w/att.
Arvey Nelson w/att.
FHWA w/att.
Bob Church

CE CAE FORM 81-734-3PDE OCS SCS EEO

RECEIVED JUL 1982 CONSTRUCTION SECTION

OM CA LS

OF OREGON

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97220

July 9, 1982

1859

FILE: CON 5
9413

FROM: Arvey D. Nelson
Project Manager

TO: Marion Craft,
Region I Construction Engr.

SUBJECT: Time Extension Request
Columbia River Bridge-S.E.
Powell Blvd. (Removal)
E. Portland Freeway., I-205
Cont. 9413, Prefix 626-1073

only 55 used

Forwarding on for your review and consideration is a (45) day Time Extension request submitted by our contractor, The Warren Pacific Corporation, reguarding the completion of subject contract work. This request for an adjustment of contract time asks the specified contract completion date of May 31, 1982 be extended to July 15, 1982, without the assessment of liquidated damages.

The contractor cites substantial extra work assigned just prior to the expiration of the contract time has caused the need for additional time.

We strongly recommend the 45 day time extension be allowed as since mid May, with contract work basically complete, the contractor has performed over $100,000.00 worth of extra work. Major items of extra work include;

Easily justifies the added 55 c.d. actually used. OBG

1. Reinforcing and upgrading the existing County Shop Building, being remodeled for prisoner recreation, to meet current Multnomah County Building Code recquirements. After repeated plan revisions and repeated submittances, revised plans received a belated approval from the Multnomah County Bldg. Permits Section, on May 26, 2982. Estimated E.W.O. cost $33,500.00.

2. Furnished and installed security cameras and monitor stations, plus conduit, wire, etc;. Estimated E.W.O. cost $43,000.00.

3. Furnished and installed security gates and controls. Estimated E.W.O. cost over $18,500.00

4. An additional twelve Extra Work Items of various nature. Estimated accumulative E.W.O. cost $25,000.00.

This total Extra Work has created a 57% contract cost overrun for which an increased authorization has been recquested.

Your Time Extension approval is recommended.

CC: Bryant Jackmond - with original attachments.

There should be ample justification for granting this time extension. Recommend granting the time extension to July 15, 1982 as requested

Marion Craft

7-20-82

W.E.S.

I concur with Proj. Mgr. & Region and recommend time requested be granted to eliminate liquidated damages due to extra work.

CONTRACTOR REQUEST FOR ADJUSTMENT OF CONTRACT TIME
Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date June 29, **19** 82

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from May 31, 1982 **to** July 15, 1982 **, within which to complete Section** Columbia River Bridge - S.E. Powell Blvd. **, Contract No.** 9413 **, without the assessment of liquidated damages.**

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

Additional work to reinforce existing shop building to meet current Multnomah County Building Code requirements. This work consists mostly of concrete and structural steel additions. Work began on May 19, 1982 and is still in progress, with an estimated completion date of July 15, 1982.

Respectfully Submitted,

Warren Pacific Corporation
Contractor

By J. W. W.
President

CONSENT OF SURETY

Date June 30, 1982 **, 19**

We, GREAT AMERICAN INSURANCE COMPANY **, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.**

GREAT AMERICAN INSURANCE COMPANY

By: Roger C. Rothrock
Attorney-in-fact

Corroon & Black of Oregon
Resident Agent

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Request is valid. Time requested should be granted and all liquidated damages should be eliminated.

Approved: .....
Assistant State Highway Engineer

FORM 734-3320 (Rev. 4-80)

CONTRACTOR, SUBMIT TWO COPIES TO RESIDENT ENGINEER

CONTRACT[illegible]S REQUEST FOR ADJUSTMENT OF C[illegible]TRACT TIME

Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date June 29, 19 82

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from May 31, 1982 to July 15, 1982, within which to complete Section Columbia River Bridge - S.E. Powell Blvd., Contract No. 9413, without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

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Respectfully Submitted,

Warren Pacific Corporation
Contractor

By [signature]
President

CONSENT OF SURETY

Date June 30, 1982, 19

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY

By: [signature]
Attorney-in-fact
Roger C. Rothrock

Corroon & Black of Oregon
Resident Agent

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Request is valid. Time requested should be granted.

Approved: .....
Assistant State Highway Engineer

FORM 734-3320 (Rev. 4-80)

CONTRACTOR, SUBMIT TWO COPIES TO RESIDENT ENGINEER

CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME

Oregon Department of Transportation
HIGHWAY DIVISION

Oregon Transportation Commission
Salem, Oregon

Date June 29, 19 82

Gentlemen:

We, the undersigned, respectfully request an adjustment of contract time from May 31, 1982 to July 15, 1982, within which to complete Section Columbia River Bridge - S.E. Powell Blvd., Contract No. 9413, without the assessment of liquidated damages.

The date(s) during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work are summarized below and detailed on attached sheets.

Additional work to reinforce existing shop building to meet current Multnomah County Building Code requirements. This work consists mostly of concrete and structural steel additions. Work began on May 19, 1982 and is still in progress, with an estimated completion date of July 15, 1982.

Respectfully Submitted,

Warren Pacific Corporation
Contractor

By [signature]
President

CONSENT OF SURETY

Date June 30, 1982, 19

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the above-named contract, hereby join in and consent to said request for and adjustment of contract time, and hereby agree to remain fully bonded as surety in all respects as if the contract time remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY

By: [signature]
Attorney-in-fact
Roger C. Rothrock

Corroon & Black of Oregon
Resident Agent

ENGINEER'S FINDINGS

Investigation of the above request has been completed and the findings are as follows:

Request is valid. Time requested should be granted.

Approved: .....
Assistant State Highway Engineer

FORM 734-3320 (Rev. 4-80)

CONTRACTOR, SUBMIT TWO COPIES TO RESIDENT ENGINEER

DATE: July 6, 1982

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Columbia River Bridge-SE Powell Blvd.
County Shops Removal
Contract No. 9413

This removal and remodeling project is nearing completion and the need for an increase in the amount authorized is apparent.

The work involves the removal of Multnomah County Highway shops buildings, a county jail recreation building and an exercise yard used by county prisoners. In order to remove the recreation building and exercise yard so that the highway fill can be placed, temporary facilities had to be provided. It is this temporary relocation work that is causing the overrun of the project authorization.

One of the major causes for the increased project cost is the need to furnish and install additional security cameras. This work had been anticipated as installation only but three of the existing cameras did not work when it was time for them to be moved. Also, additional cameras were determined to be necessary. This work will cost approximately $39,000 more than originally anticipated. The furnishing and installation of power and gate controls were anticipated to cost $3,000 but acutally cost approximately $18,500 with the work being performed on force account.

Seismic protective work for a temporary prisoner recreation building was required so that the building would meet current code. In addition to the estimated $33,500 cost for the work performed by the contractor, significant engineering costs were incurred in the designing and inspection of this added work.

Numerous other added work items costing between $1,300 and $4,500 were required. These changes and the design work required to implement them will cause the project engineering to overrun the amount originally anticipated by approximately $30,900.

There are sufficient funds available in this category of work and all of the increased project cost is anticipated to be federally participating.

I recommend that the project authorization be increased by $137,891.06 to a new total of $378,830, which is an increase of 57 percent. This matter will be on the consent calendar for the July 14 meeting.

OBJ:st

bc Fred D. Miller
R. W. Gormsen
George Bell
Robert N. Bothman
W. E. Schwartz
C. T. Keasey
V. E. Skoog
E. L. Hardt

STATE OF OREGON

Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: W. E. Schwartz, P.E.
Asst. State Highway Engineer

DATE: July 1, 1982

FROM: for O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Columbia River Bridge-SE Powell Blvd.
County Shops Removal
Contract No. 9413

NOTED H.C. COULTER

This removal and remodeling project is nearing completion and the need for an increase in the amount authorized is apparent.

This work involves the removal of Multnomah County highway shops buildings, a county jail recreation building and an exercise yard used by county prisoners. In order to remove the recreation building and exercize yard so that the highway fill can be placed, temporary facilities had to be provided. It is this temporary relocation work that is causing the overrun of the project authorization.

One of the major causes for the increased project cost is the need to furnish and install additional security cameras. This work had been anticipated as installation only but three of existing cameras did not work when it was time for them to be moved. Also, additional cameras were determined to be necessary. This work will cost approximately $39,000 more than originally anticipated. The furnishing and installation of power and gate controls were anticipated to cost $3,000 but actually cost approximately $18,500 with the work being performed on force account.

Seismic protective work for a temporary prisoner recreation building was required so that the building would meet current code. In addition to the estimated $33,500 cost for the work performed by the contractor, significant engineering costs were incurred in the designing and inspection of this added work.

Numerous other added work items costing between $1,300 and $4,500 were required. These changes and the design work required to implement them will cause the project engineering to overrun the amount originally anticipated by approximately $30,900.

RECEIVED
STATE HWY ENGR
JUL 2 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

Contains Recycled Materials

There are sufficient funds available in this category of work and all of the increased project cost is anticipated to be federally participating. Approval of PCRB is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $378,830. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:WR:mk

Attach.

cc: E. L. Hardt
Arvey Nelson
Robert Church
D. E. Swan

9413

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Ed Hardt, Metro
Region Engineer

DATE: May 17, 1982

FROM: R. W. Ellison, PE, PLS
Project Manager

SUBJECT: Rocky Butte Jail Replacement
Contract 9413
Recreation Building Replacement
Building Permit (Multco.)
Board of Appeals Action
File 46993
FAP No. I-205-7(76)312
(JAIL)

Attached for your file is a copy of the building code appeal for the recreation building replacement at Rocky Butte Jail. The action taken by the Board of Appeals is shown on the first page.

RWE:jr
Attach.

cc: E. S. Hunter
J. B. Boyd
Arvey Nelson w/attach.

RECEIVED
TECHNICAL SERVICES
MAY 18 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

Contains Recycled Materials

9413

Memorandum

US Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(83)308
Columbia River-Powell Boulevard Section
East Portland Freeway

Date: March 3, 1982

From: Division Administrator

In reply refer to: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

NOTED
E. S. HUNTER

I concur in the salvage of concrete median barrier as proposed in Mr. Adams' letter dated February 22, 1982. The proposed $3.00 per foot project credit is acceptable.

for Dale E. Wilken

RECEIVED
STATE HWY ENGR
MAR 4 '82
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Vandervort
Nicholas
Kennedy
Hamilton
Williams
Armstrong
3-8-82

RECEIVED
TECHNICAL SERVICES
MAR 4 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 22, 1982

In Reply Refer to
File No.:

Mr. Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, Oregon 97301

NOTED
E. S. HUNTER

Dear Mr. Wilken,

Re: Col. River-Powell Blvd. Section
East Portland Freeway
Multnomah County

It is proposed to salvage approximately 6,000 feet of concrete median barrier from the subject project. The barrier is presently in use channeling traffic to Powell on one end and the Banfield to and from the east.

We will specify the barrier sections be stockpiled at the State storage yard at S.E. 82nd and Harmony Road at the direction of the engineer.

The project will be credited in the amount of $3.00 per foot which is arrived at as follows:

1. Salavage value of concrete medrian barrier equals $1.50 per foot.

2. Extra cost to contractor for hauling and stockpiling equals $1.50 per foot.

The salvage value is low due to difficulty in removing without damage.

We will initially credit the project for 6,000 lineal feet @ $3.00 = $18,000. The credit to the project will be adjusted when the actual amount is determined.

This proposal was discussed with and verbally approved by Mr. Cliff Christianson of the FHWA and your approval is requested.

Very truly yours,

Don Adams
Final Design Engineer

RECEIVED
TECHNICAL SERVICES
FEB 23 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DA:rlr
cc: E. S. Hunter
D. H. Moehring
C. T. Keasey
E. L. Hardt
Jack Sullivan
D. N. Stoudenmeyer

Form 734-3122

9413 2-24-82 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(83)308
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Multnomah

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80158

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 12/24/81

8. FEDERAL-ROUTE NUMBER: Interstate 205

9. STATE ROUTE NUMBER: Primary 64

10. GENERAL LOCATION:

Columbia River Bridge - SE Powell Blvd.

11. GENERAL DESCRIPTION OF WORK

Paving, signing, structures, illumination and signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 12/24/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $27,436,838 Federal Funds $25,302,230.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

14. DATE: 12/24/82

15. SIGNATURE OF APPROVING OFFICIAL: G K Hansen

16. TITLE: for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

9413

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(76)312
Rocky Butte Jail, Demolition and Relocation
Prestressed T-Beams

Date: November 24, 1981

From: Division Administrator

Reply to Attn of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

The Agreement covering sale of T-Beam roof sections has been reviewed. Our October 16 concurrence in this transaction is hereby re-confirmed. Formal approval of the Agreement is not needed in this case. Two copies of the document are being returned with this letter.

for Dale E. Wilken

Attachment

cc:
OSHD (D E Swan, Proj Mgmt)
OSHD (R W Ellison, R/W)

RECEIVED
STATE HWY ENGR
NOV 27 '81
REFER TO
FOR
Info | Inves | R/D | D:R | Sign | Act | File

MORSE BROS.
PRESTRESS, INC.
A PCI Certified Plant

November 2, 1981

Oregon State Highway Division
120 Transportation Building
Salem, OR 97310

Subject: File 46993-A
Multnomah County
Disposal of Building Materials

Attention: J. Bruce Boyd
Right of Way Manager

We hereby offer you the sum of One Dollar ($1.00) for removing the hereinafter designated and described items from the Heavy Equipment Garage building located at: Multnomah County Shop Facility at Rocky Butte.

We will observe the following terms and conditions in carrying out the work:

1) The amount offered is remitted in full herewith.

2) If said offer is accepted, I hereby agree to remove the building materials listed in paragraph 3 from the building listed above. Removal will be completed within a period of 10 work days from the date specified in your notice to proceed.

3) Description of Material and Items to be Removed:

   a) Salvage items - approximately 26 only single T prestressed Concrete roof beams approximately 96 feet long each.

4) Work Site Conditions:

   a) Any work involving jail security shall have the approval of the Jail Commander before commencing.

b) Access by service vehicles shall be maintained through the work areas at all times.

c) Roofing materials, debris, etc., shall be piled in a reasonably neat manner adjacent to the Heavy Equipment Garage, for removal by others, unless otherwise disposed of, in a manner suitable to the engineer.

d) All protruding metal (dowels, rebar, etc.) will be cut off the remaining structure and disposed of as per c. above.

5) General Noise Mitigations:

a) No construction operations shall be performed within 1,000 feet of any occupied dwelling unit on Sundays, legal holidays, and between the hours of 10:00 p.m. and 6:00 a.m. on other days, without the approval of the engineer.

b) All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

6) We further agree to indemnify and hold harmless the State of Oregon, by and through its Department of Transportation, Highway Division, the members thereof, and its officers, employees and agents, from and against all damages, claims, demands, suits, actions or causes of suit or action resulting from, or because of, any damage to property or injury or death of any person arising out of the occupancy and use of the aforementioned premises or performance of the aforementioned work by me or my agents, and State shall not be liable for any damage or injury to persons or property occurring or arising on premises from any cause whatsoever.

7) It is to be understood that the acceptance of this offer and the mailing delivery of notice to me of such acceptance shall operate as a Bill of Sale to cover the said improvements.

8) It is further understood that this offer and the acceptance thereof is based upon the items in their existing location and condition, and that the State assumes no responsibility and makes no guarantee or representation as to the condition thereof, prior to, or subsequent to, the date and acceptance of this offer. The State accepts no liability for

protection of the improvements after the sale has been completed.

9) The acceptance of this offer shall not be construed to imply or carry with it any right or permission to move the structure, or structures, across or along any highway, road, or street. If any such move is comtemplated, proper application for a permit to cover said work will be made to the State or other authority having jurisdiction to issue moving permits.

ADDRESS:

PO Box 68

Clackamas, OR 97015

NAME: Richard R Sage

V.P./Gen. Mgr.

ACCEPTANCE OF OFFER

The above offer hereby is accepted this 9 day of November, 1981.

State of Oregon
Department of Transportation,
Highway Division

By J. W. Boyd

Right of Way Manager

APPROVED AS TO FORM:

James L. Looney

Assistant Attorney General and
Chief Counsel

9413

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 29, 1981

Lt. Thomas B. Slyter, Jr.
Rocky Butte Jail
9755 N.E. Hancock Drive
Portland, Oregon 97220

RE: Rocky Butte Jail
Replacement
Exercise Yard
Relocation
Plans & Specs
File 46993
FAP No. I-205-7(76)312
(JAIL)

Dear Lt. Slyter:

Attached are the plans and specifications for the Rocky Butte Jail Exercise Yard relocation project which we will advertise on October 29, 1981 and will receive bids on November 19.

I believe all items we previously discussed have been included in these documents.

Mr. Arvey Nelson, our Resident Engineer for this project, will be your future contact regarding this relocation work.

It has been a pleasure working with you on this project. Your helpful and cooperative attitude has certainly been appreciated in bringing this work to contract.

RECEIVED TECHNICAL SERVICES
OCT 30 '81
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

Very truly yours,

R. W. Ellison
Project Manager

RWE:jh
attach.

cc: E. S. Hunter
Ed Hardt
J. B. Boyd
Arvey Nelson
Larry Craig w/attach.

Tom - These are the plans I hand delivered to you on Wednesday -
Bob

Form 81-731-0027 (9-77)

9413

10-248

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-205-7(83)308

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator

4. PROGRAM NO.:

5. ITEM NO.: 80158

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter, State Highway Engineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10-28-81

8. FEDERAL ROUTE NUMBER: Interstate 205

9. STATE ROUTE NUMBER: Primary 64

10. GENERAL LOCATION:
COLUMBIA RIVER BRIDGE - SE. POWELL BLVD. SECTION (JAIL EXERCISE YARD)

11. GENERAL DESCRIPTION OF WORK

Removal of Obstructions (Phase I)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*

Temporary Erosion Control	$100
Permit Fees	300

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's October 26, 1981 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $342,945; Federal Funds $316,263.

A signed copy of the Title Sheet is returned herewith.

cy w/att 11-13-81

RECEIVED
NOV 13 '81
REFER TO Moehring
FOR
Init. | Prep. | Proj. Dir. | Spec. | Act. | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10-28-81	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1413 C

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 26, 1981

In Reply Refer to File No.:

Sidney Coleman, Assistant
Administrator Business Services
2575 Center St. NE
Salem, Oregon 97310

RE: Rocky Butte Jail
Functional Replacement
Exercise Yard Relocation
Indoor Recreation
Building
File 46993 7(83)308)
FAP No. I-205-~~9(8)311~~
(JAIL)

Dear Mr. Coleman:

Pursuant to our telephone conversation today, I enclose a copy of the plans and specifications for the Rocky Butte Jail exercise yard relocation.

The existing metal indoor recreation which your forces will remove is labled "Rec. Bldg." and identified as 13 on the plans. The ~~security~~ fence which your forces will install after they have removed the "Rec. Bldg." is identified as 4 on the plans and is highlighted in yellow. Fences labled 13 and highlighted in orange will remain in place and be available for construction of fence 4. Any material from fence 13 not so used are to be removed and disposed of by your forces.

CL-6

I believe that retention of this building will provide the Corrections Division with an asset which will prove valuable for years to come.

Very truly yours,

J. B. Boyd
Right of Way Manager

REFERRED TO
Beard / Stoudenmeyer DWS
Cole Mann
Erikson Watson
Magar Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RWE:jr
Enc.
cc: H. S. Coulter
E. S. Hunter
J. H. Versteeg ✓
Ed Hardt
Arvey Nelson
R. L. Schroeder

Vbl - file copy of bl

1 Versteeg ✓
Anderson
3 Christensen JW
2 Olson ASB
4 Sullivan JWS
Terpin
Trout
Wakerlig

RECEIVED
OCT 27 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

Discussed w/ Kleinschmit -
Building to be removed by Prison people - they can move it whenever they are willing to close it down - it is outside the contractors area. (this contract) They are aware of urgency of removal -
Area ~~to be~~ to be available to grade contractor
June 1 - per previous contract specs.) ASB. 10/28/81

Copy to Boyd
ASB

Form 734-3122

9413

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 20, 1981

In Reply Refer to
File No.:

R. J. Watson, Administrator
Corrections Division
2575 Center Street N.E.
Salem, Oregon 97310

RE: Recreation Building
Rocky Butte Jail
File 46993
FAP No. I-205-7(8)311
(JAIL)

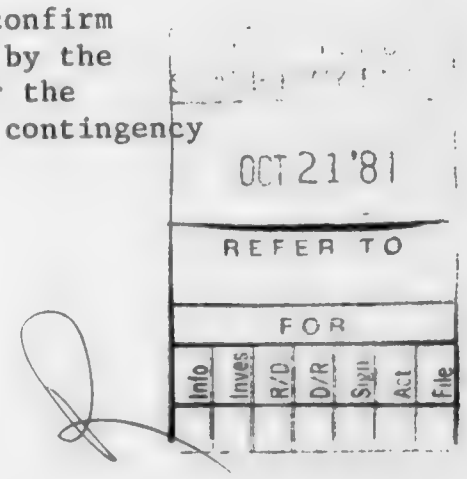
Attn: Sidney Coleman, Assistant
Administrator, Business Services

Dear Mr. Watson:

On July 16, 1981, I discussed with you the disposition of the recreation building at Rocky Butte Jail. This building was purchased with community corrections funds and I realize that the Corrections Division had an interest in its disposition. I continued negotiating with the County as to how it would be removed. It was entirely a County problem as we had agreed to the functional replacement of Rocky Butte Jail prior to its construction and could not include it in any part of the federally participating portion. The recreation facilities are being replaced at the downtown location in a greatly expanded version. At that time it was my understanding that because we were replacing the same recreational facilities again in a relocation of the recreation yard, that the County had no further interest in the building and the Corrections Division was receiving replacement in kind by relocation of the recreation building. Communications continued and I had understood that it was my responsibility to remove the building and dispose of it in a fashion consistent with the Highway Division's interests.

In my conversation this morning, I related to you the letter, a copy of which is attached, that I received from the County indicating that the Oregon Corrections Division has a continuing interest in the building. The Highway Division must have disposition made of the building in April or May of 1982.

I would request that the Oregon Corrections Division confirm their release of the building to the Highway Division by the first of December so that proper plans can be made for the reuse of the building by the Highway Division or make contingency



Form 734-3122

plans that the building is removed and the site cleared within a very short period beginning approximately the middle of April so that our construction activities can proceed without detriment to our schedule on I-205, as any delay can be of serious consequence to the State of Oregon.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jh
attach.

cc: Scott Coulter
Bob Schroeder
Ed Hardt
Larry Craig

9413

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(83)301
Columbia River-Powell Blvd. Section
Exercise Yd. Relocation-E. Portland Freeway
Building Demolition

Date: October 19, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

I concur in your request for stockpiling the cut stone ashlar masonry blocks as outlined in Mr. Boyd's letter of October 12, 1981. The estimated cost of salvage is stated as equal to incorporation in the embankment. It is my understanding that no special handling is necessary in connection with the salvage work.

D. K. Hosmer
for Dale E. Wilken

cc:
OSHD (J B Boyd, R/W)

STATE HIGHWAY DIVISION
OCT 20 '81
REFER TO
FOR
Info | Invest. | R/D | D.R | Sign | Act | File

9413

2.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(83)303
Exercise Yard Relocation
and Building Demolition
Rocky Butte Jail

Date: October 16, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

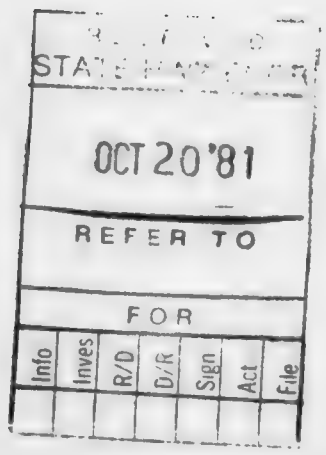
To: Mr. H. S. Coulter, State Highway Engineer, ODOT

I concur in your proposal to sell the pre-stressed T-beams from the equipment storage building. This action will result in a savings to the project.

You may wish to set up the relocation contract in such a way as to allow the Contractor to salvage other usable materials encountered in demolition and/or removal.

for D. K. Hamm
Dale E. Wilken

cc:
OSHD (J B Boyd, R/W)
OSHD (R W Ellison, R/W)



9413

L.

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. PRO 6-2

October 15, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Approval
Item No. 80158
Project No. I-205-7(83)308
Columbia Riv. Br.-S.E. Powell Blvd. Sec.
Multnomah County

I request approval of the program, submitted July 27, as to the phase of work with the first stage of work being removal of buildings and miscellaneous obstructions on the easterly side between Engineer's Station 268 and Station 281 in the vicinity of Rocky Butte Jail.

It is the Oregon State Highway Division's present intention to receive bids for the first stage of work for this project on November 19, 1981.

JLG/lms

cc: General Files

734-3122

9413

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

October 13, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80158
Project No. I-205-7(84)312
Jail Exercise Yard
Multnomah County

Attached support data consists of PR-1 forms with project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on November 19, 1981.

JLG:bkc
Attachments

cc: R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
Ed Hardt (Region 1)
General Files

Form 734-3122

9413

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 12, 1981

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Multnomah County Maintenance
Facility Replacement
Building Demolition
Retained Material
File 46993-A
FAP No. I-205-7(8)311
(SHOPS)

RECEIVED
TECHNICAL SERVICES
OCT 13 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Demolition of the buildings for the old Multnomah County Maintenance Facility at Rocky Butte will be incorporated as part of the Rocky Butte Jail exercise yard relocation project for which we anticipate receiving bids on November 19, 1981.

We plan to retain and stockpile for possible reuse in a future project, the cut stone ashlar masonry exterior walls of the repair shop and sign shop. The masonry would normally by disposed of by the contractor.

The cut stone ashlar masonry is the product of a vanished art and should be retained as an example of a craft which has been lost. Although the cost of reusing with these heavy stone blocks for construction is more costly than use of more modern methods, they should be retained for incorporation in a future parks building or similar project because of their historic value.

After the existing building is knocked down, the blocks would normally be broken apart to become specification fill size material, picked up, transported and stockpiled at the fill site for future use in the freeway fill.

Retaining the masonry will require that it be loaded, hauled, and stored at a stockpile site about one-fourth mile from the building location. The attached in-house estimate indicates that the cost of retaining the blocks is no more than the cost of breaking them up, hauling to a nearby stockpile site, then later rehandling for incorporation into the freeway

fill. The incorporation of these large pieces into the fill will be more costly than making the fill of the normal small granular material.

Your concurrence of stockpiling for future use in lieu of stockpiling as fill material is requested.

JBB:jr
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
Walt Hart
Adrian Olson

9413

Memorandum

U.S. Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(8)311
Rocky Butte Jail (Exercise Yard)
File #46993

Date: October 8, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

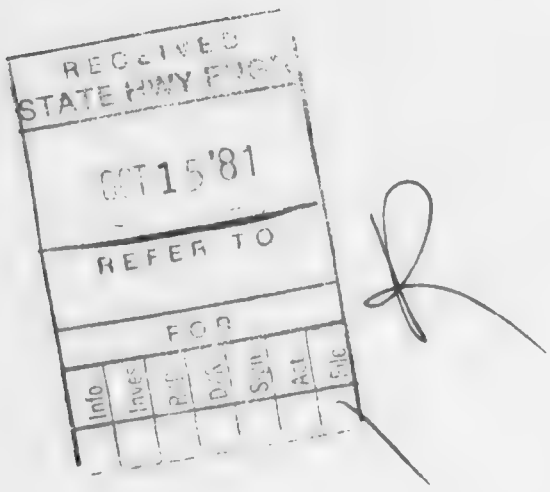
To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed the preliminary plans for the yard relocation and the cost estimate for the preferred plan (Hart's memo dated 9-22-81) as well as the estimate cost of temporary traffic routing on the southbound side of the grade (Olson's memo dated 10-1-81). We have previously agreed that it is in the public interest to proceed with an interim scaled down freeway commensurate with available funds in order to open the Columbia River Bridge to traffic upon completion.

Based on this information, we agree that relocation of the exercise yard at the Rocky Butte location, allowing completion of the freeway embankment, is in the best public interest as requested in Mr. Moehring's letter dated October 6, 1981. Design details and limits of participation will be determined as relocation plans are developed.

for Dale E. Wilken

cc:
OSHD (J B Boyd, R/W)
OSHD (R W Ellison, R/W)



9413

ROW 12

L.

STATE OF OREGON

INTEROFFICE MEMO

TO: Ed Hardt
Region 1 Engineer

DATE: October 6, 1981

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Rocky Butte Jail
Exercise Yard Replacement
Emergency Power for Pump Station
File 46993
FAP No. I-205-7(8)311
(JAIL)

The Rocky Butte Jail exercise yard replacement contract, for which we plan to receive bids on November 19, 1981, includes demolition of most of the buildings for the existing County Maintenance Facility at Rocky Butte. Two buildings will not be demolished. An equipment service building will be remodeled into a temporary indoor recreation building for jail inmates and the pump station will continue to pump sewage and drainage up to the sewer main. Specifications for the project require that electric service to the pump station not be interrupted because of demolition. Rerouting of power to the pump station is a part of the exercise yard relocation project.

Not included in the project is provision of emergency power to the pump station. It is anticipated that this can be provided through use of the emergency generator which currently provides emergency power for the shops area. The generator would be relocated to a position adjacent to the pump station and connected as required. I envision this being done immediately after vacation of the maintenance facility by the County and prior to beginning of work by the contractor.

Do you have State personnel available to move and connect the emergency generator during the time period described? It should be checked to insure proper generator (there are 2) is used.

Apparently the State (through your office) will be responsible for operating the pump station after the maintenance facility has been vacated by the County.

RECEIVED
TECHNICAL SERVICES
OCT 6 '81
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FO
Info | Invest | R/D | D/R | Sign | Act | File

JBB:jh

cc: E. S. Hunter
R. N. Bothman
J. K. Versteeg
Walt Hart

9413

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 6, 1981

TO: Dale Wilken, Division Administrator
Federal Highway Administration

D H Moehring
By JBB

FROM: D. H. Moehring, Assistant
State Highway Engineer

SUBJECT: Relocation of Exercise Yard
Rocky Butte Jail
File 46993
FAP No. I-205-7(8)311
(JAIL)

The Oregon Highway Division requests your concurrence to relocate the present exercise yard in accordance with the plans presented to you recently. This relocation is based on economics. The economics of this move are related to you in an October 1 letter by Adrian Olson citing that other stage construction to avoid the relocation are more costly.

Also, it is in the continuing public interest to maintain the time line of the stage construction in order that this facility be utilized by the public as soon as possible. The necessity of retaining the exercise yard and exercise building are an absolute requirement to allow the continued utilization of this penal facility.

We believe that all the factors of this continuing replacement program are advantageous to both the Federal Highway Administration and the Oregon Highway Division.

JBB:jh

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
V. E. Skoog
J. B. Boyd

RECEIVED
STATE HWY ENGR
OCT 7'81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9113

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

I-205

DATE: October 1, 1981

TO: MEMO TO THE FILE

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Jail Exercise Yard Move
Columbia River-Powell Boulevard
East Portland Freeway (I-205)
Multnomah County

Prior to preparation of final plans for the current grading and treated base contract on I-205 (#2977 Columbia River-Powell), the decision was made to move the jail exercise yard (under a separate contract) during the life of the current contract. This would allow embankments to be placed on the existing exercise yard and the roadbed for the northbound lanes constructed in their proper position.

The alternate to this plan would have been to leave the exercise yard where it exists and to put the northbound lanes on temporary alignment, tightly against the soutbound lanes, until such time as the jail move is complete and the exercise yard is abandoned. The embankment material intended for this area would be placed in the stockpile area south of the County Public Works property and a gap would be left in the PCC paving of the northbound lanes.

After the exercise yard is abandoned, embankment material would be brought from the stockpile site, the fill completed, and the PCC paving placed in the gap left in the northbound lanes.

The decision to move the exercise yard was based on an estimated cost of $440,000 for temporary surfacing, barriers and traffic handling plus a future cost of $250,000 for re-excavating and placing of embankment material. Weighed against this $690,000 total would be an estimated cost of $225,000 for moving the exercise yard. The saving was such that no attempt was made to detail the estimates.

ADO:ja

cc R. W. Ellison, R/W
C. T. Christianson, FHWA

Vermeeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 5 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

STATE OF OREGON

INTEROFFICE MEMO

TO: R. W. Ellison
Project Manager

DATE: September 22, 1981 DES 23
16576

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

SUBJECT:
Rocky Butte Jail
R/W File 46993
FAP No. I-205-7(8)311
(JAIL)
Exercise Yard Relocation

The estimate of cost to accomplish the relocation of the Rocky Butte Jail Exercise Yard and demolish Multnomah County Buildings as prepared by Design personnel is $355,000. This cost is composed of the following items:

Grading and Paving (Fencing, etc.)	$123,000	123,
Demolition (Buildings and Slabs) Need to do anyway	110,000	58
Building Remodel	58,000	5
Utility Adjustments	5,000	
	$296,000	186,
Engineering and Contingencies (20%)	59,000	+20 37
TOTAL ESTIMATED COST	$355,000	$223,00

GJB:jrb

cc: J. H. Versteeg

1 Versteeg ✓
Anderson
3 Christensen
2 Olson
4 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 22 1981
ROAD DESIGN SECTION

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Action

Contains Recycled Materials
01-125-1387

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

Section Col. Riv. Hy. - Powell (Jail Detour to SR Loop)
Highway _____ County _____ Prefix _____
Length _____ Miles _____ Designer Henry Date 28 Sept. 81
Signed _____ Title _____

Grading & Drainage Rough $ _____

Surfacing $ 604,081

Extra Work - 240

$364,000

_____ $_____

Mobilization for _____ $_____

small P.C.C. Contract $ 10,000

_____ $_____

_____ $_____

_____ $_____

_____ $_____

_____ $_____

_____ $_____

_____ $_____

TOTAL EXTRA WORK $ 10,000

TOTAL . . . . . $ 614,081

+ 30% Engineering and Contingencies $ 181,224

Structures

_____ $_____

_____ $_____

_____ $_____

_____ $_____

TOTAL STRUCTURES $ _____

Right of Way $ _____

TOTAL ESTIMATED COST . . . . . $ 795,305

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet _____ of _____
Date _____

Section S. Riv Or. - Powell
County _____

Kind Of Work _____ Length _____ Name _____

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization 8%					44,747
	CTB		Ton	5107	18.00	91,926
	Cement +		Ton	251	88.00	24,728
	Hash Mix		Ton	1610	18.00	28,980
	Asph		Ton	105	200.00	21,000
	Seal		Ton	9	300.00	2,700
	Emb. In Pl. Inter		c.y.	120,000	2.00	240,000
	Conc. Barrier		lin ft	600	25.00	150,000

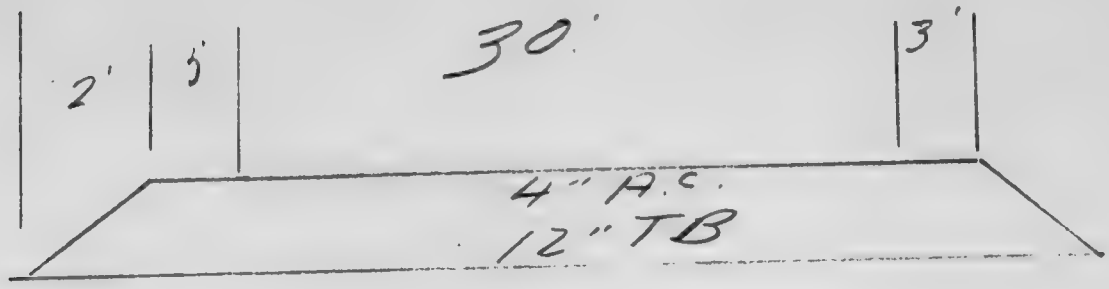
Surfacing Calculation Sheet

OREGON STATE HIGHWAY DIVISION

Sheet ____ of ____ Sheets

Made By Henry Date 28 Sept. 81 Checked By ____ Date ____

Section St. Hwy. Cr. - Powell Highway ____ County ____



Length of Section 1800 Feet (Use above space for sketch of Typical Section used and/or calculations) Specific Gravity ____

LIME TREATED SUBGRADE (W) (L) ____ x ____ / 9 (Depth in inches) ____ Sq Yd

Lime ____ / 6 x .0125 x ____ = ____ Tons

AGGREGATE BASE ____ ÷ 27 x { (1.30) = ____ Cu Yd ; (*) = ____ Tons

WATERING Crushed Material ____ Cu. Yd. x .025 = ____ ; Earthwork ____ Cu. Yd. x ____ ** = ____ } ____ M-Gal

** Furnished by Construction Engineer

CEMENT TREATED BASE (37 (W) x 1.0 (D) / 27 x 1800 (L)) (1.92)* x 1.05 = 5707 Tons

Cement in C.T.B .055 x ____ = 281 Tons

Asphalt in Seal 36" (W) x 1800 (L) x .000137 = 9 Tons

ASPHALT CONCRETE PAVEMENT

Roadway (W) 36 x 1800 (L) x DEPTH IN INCHES 4 x .0062 (Tons/Sq Ft 1" Thick) = ____ } 1610 Tons

Shoulders & Median ____ x ____ x ____ x ____ = ____

Asphalt Cement in Mixture .065 x ____ (Tons/Sq Ft 1" Thick) = 105 Tons

TACK COAT Emulsified Asphalt ((W) ____ x (L) ____) (.0000091) (New Bituminous Surfaces) ____ Tons

(.0000182) (Existing Surfaces) ____ Tons

9413

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

DATE: September 15, 1981

TO: Walt Hart
Bridge Engineer

FROM: R. W. Ellison
Project Manager

SUBJECT: Rocky Butte Jail Replacement
Exercise Yard Replacement
Preliminary Approval
File 46993
FAP No. I-205-7(8)311
(JAIL)

Attached for your use is a set of preliminary plans for remodeling of the building which will be used for indoor recreation after the exercise yard is relocated. The plans consist of four sheets dated September, 1981. Each sheet has been approved by Lt. Thomas B. Slyter, Jr., Commander, Rocky Butte Jail.

There are several notes in red ink on the plans. These are changes requested by Lt. Slyter and should be incorporated into the bid plans.

I understand that the bid plans and specs will be ready for review by September 28. I will deliver same to Lt. Slyter on September 28 and obtain his approval. The project will then be ready to bid.

RWE:jr
Attach.

cc: Larry Craig
Lt. T. B. Slyter
E. S. Hunter
J. B. Boyd
J. H. Versteeg
Adrian Olson

RECEIVED
TECHNICAL SERVICE
SEP 15 '81
REFER TO
FOR
Info | Invest | R/D | W/R | Sign | Appr | File

9413

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: September 4, 1981

FROM: R. W. Ellison
Project Manager

SUBJECT: Rocky Butte Jail
File 46993 FAP No. I-205-7(8)311
(JAIL)
Excercise Yard Relocation

NOTED
E. S. HUNTER

RECEIVED TECHNICAL SERVICES SEP 9 '81 REFER TO FOR: File, Info, Inves, R/D, U/R, Sign, Act

On September 3, John Johnson (OSHD Bridge Section) and I met with Lt. Slyter (Rocky Butte Jail) regarding relocation of the exercise yard. Lt. Slyter requested several changes which will require a major revision of the plans. John Johnson will immediately begin the revisions to the building remodeling which generally include the following:

1. The enclosed guard area at the S.E. corner of the new recreation building (remodeled existing building) is to extend about 24 feet along the east side of the building. It will contain one window looking northward into the yard area and one window looking eastward toward the road, ect.

2. A non-enclosed catwalk is to run westward from the original enclosed area (along south side of building) to west end of the building.

3. The stairway down to ground level at west end of the catwalk will be in view of the N.W. guard tower.

4. Windows for guards looking into the recreation building are to be provided in the wall between roof trusses.

5. A gas granade port (8" x 8") with door and latch is to be provided at each window location (into building).

6. Concrete block guard station inside building is eliminated.

7. Eliminate door to toilet room.

8. Some fence location revisions are necessary (see marked yard plan which is in John Johnson's possession).

9. Spiraled "razor ribbon" type security fence topping is required along top of interior security fence around yard only (see American Security Fence brochure).

10. N.W. gaurd tower to be moved southward so that centerline of tower matches line of existing fence south of jail building.

I will have Lt. Slyter sign-off on general remodeling and yard plans on September 11, if plans are available. Target date for bidding plans and specs is September 29. I will have these approved by Lt. Slyter immediately thereafter in order to prevent delay in awarding a contract to perform the relocation work.

RWE:jr

cc: E. S. Hunter
J. H. Versteeg
J. B. Boyd
Walt Hart
Adrain Olson
Larry Craig
Lt. Slyter

9413

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 28, 1981

In Reply Refer to
File No.:

Lt. Thomas B. Slyter, Jr.
Rocky Butte Jail
9755 N.E. Hancock Drive
Portland, Oregon 97220

RE: Rocky Butte Jail
Exercise Yard Relocation
File 46993
FAP No. I-205-7(8)311
(JAIL)

Dear Lieutenant Slyter:

Last week Mr. John Johnson, Architect, of our Bridge Section delivered to you two sets of plans for the proposed relocation of the exercise yard. The remodeling details of an existing County Shops building for recreation purposes was included.

I understand that you verbally indicated approval of the relocation.

Your formal approval is necessary in order that we can complete bidding plans and specifications required to receive bids and award a contract for the work.

Will you please indicate your approval, including signature and date, on one set of plans and return them to me. We will then proceed as fast as possible to award a contract for construction of the relocated recreation facility.

Very truly yours,

R. W. Ellison
Project Manager

RECEIVED
TECHNICAL SERVICES
AUG 21 '81
REFER TO
FOR
Info | Invest | R/D | File/R | Sign | Appl | File

RWE:jh

cc: E. S. Hunter
J. H. Versteeg
J. B. Boyd
Larry Craig

Form 734-3122

1413 C

I-205

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Kennan
Utility Liaison Engineer

DATE: August 27, 1981 DES 23
16576

FROM: Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT: Rocky Butte Jail
Exercise Yard
File 46993
FAP No. I-205-7(8)311 (JAIL)

Attached is a plan of the proposed Rocky Butte Jail Exercise Yard relocation. Indicated on the plan are approximate locations of: the existing power service pole and transform bank which will be removed; an existing power pole along Hancock Drive which we are proposing to utilize for power hook-up; a service pole located outside the security fencing; and, the building power drop. Service required will be 120/240 volt, single-phase feeding a 125 amp main breaker. Our estimated load consists of approximately 15 kw lighting and approximately 10 kw electric resistance heating.

Please relay the plan and power porposals to the utility company. The shop buildings and power service to the buildings are scheduled to be demolished when vacated by the County during November 1981. If you have any questions or comments, please contact Keith Johnston, Bridge Design Section, telephone 378-6551.

KRJ:jrb

Attachment

cc: D. H. Versteeg
R. W. Ellison
J. B. Boyd

Versteeg ✓
Anderson
Christ...
Olson
Sullivan
Terpin
Trou...
Wakerlig

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ROAD DESIGN SECTION

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Board Stoudenmeyer
Cole Mann
Erikson Watson
Hager Dorn Leu
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Contains Recycled Materials
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SP*73683-1:

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I-205

STATE OF OREGON

ROW 12

INTEROFFICE MEMO

REFERRED TO
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Cole Mann
Eriksen Watson
Hager Dorn Lee
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BY FINAL DESIGN ENGINEER

TO: Walter J. Hart
Bridge Engineer

FROM: R. W. Ellison
Project Manager K. W. Ellison

DATE: August 7, 1981

1 Peterson
2 Christensen FW
Olson
3 Sullivan JWS

John - copy of

SUBJECT: Rocky Butte Jail
Exercise Yard
File 46993
~~FAP No. I-205-7(8)311~~
(JAIL)

On August 5 I reviewed the Rocky Butte Jail exercise options with Lieutenant Slyter. He has selected alternate No. 5 and requests that the following items be included:

1. Electric power source for the building which will be used for recreation will apparently be obliterated by the new highway fill. A new source will be required (hook up to the jail?).

2. When the County Shops buildings are removed, the existing floor slabs and yard paving should remain in place unbroken in order to prevent growth of weeds. Weeds present a security problem because they provide possible concealment for inmates in case of an escape attempt.

3. Eliminate guard towers at N.E. and S.W. corners of relocated excercise yard and substitute a guard platform and station at the S.E. corner of the remodeled recreation building.

4. Guard platform and station required in "3" to provide the following:

   a. Floor level to be approximately at roof eve level of the remodeled building and extend seven or eight feet south of eves.

   b. Enclosed sufficiently to keep the guard out of the weather.

   c. Include window to provide view of outside of east end of remodeled building and yard area.

   d. Include windows to allow view of enclosed area south of building and parking areas, etc., south of security fences.

   e. Provide two 4' x 4' (approx.) windows in roof of remodeled building to provide view into second floor area at east end of building and into main indoor recreation area. These windows to be centered over the first two roof trusses west of the east end. Windows to be one-way "lexan" or similar so inmates cannot detect position of guard. Windows to be under cover of the guard station.

   f. Access to guard platform by outdoor stairway on south side of building.

5. Demolish offices at west end of remodeled building except for mens restroom only which will provide toilet facility for inmates. Perhaps it's better to remove existing restroom walls and rebuild since all walls for same must be concrete block or better with no windows.

6. Remodel mens restroom as follows:

   a. Add one stool. Retain existing urinal.

   b. Retain existing washbowls (2).

   c. Change door to open toward indoor recreation area. No outside door required.

7. Remodel building for indoor recreation as follows:

   a. Close all openings in south wall with concrete blocks.

   b. Windows in north wall overhead doors to be protected from breakage (from inside only) by security screening inside, replacing w/lexan, or other method. It is assumed that when inmates are outside the doors will be open and not subject to breakage from the outside.

   c. If west overhead door is not movable, protect from breakage from both sides.

   d. Install security screen over outside of windows in office at east end of building.

   e. Remove knob from outside of exterior door to office in east end of building. This door to be opened from inside only.

   f. Existing lab at east end of building to be office space.

   g. Install relite in door between lab and indoor exercise area.

   h. Lowerlevel storage space at east end of building to be office space with folding door divider so it can be one or two offices. Access doors to be facing indoor recreation area. One door (w/relite) each side of column line (which is also folding door line).

   i. Install wall (frame) with relites between lower level double office (h) and indoor recreation area. Relites to be lexan or security screened on recreation area side.

   j. Upper level at east end of building to be one large area. Leave entirely open on recreation area side to provide view into area by guards stationed within building. Install cyclone fence on recreation side (floor to roof) to prevent someone throwing items into upper room area.

k. Add lighting as necessary to indoor areas. Light fixtures should be vandal proof.

l. Provide emergency lighting similar to that in existing recreation building.

m. Provide heat similar to existing recreation building.

n. Build an additional office in S.E. corner of indoor recreation area (same size as in existing recreation building).

o. Build equipment locker (5-6' wide) attached to west wall of new office (n) using common wall. Door to be in narrow wall of locker. Provide shelves along one long wall and one short wall inside equipment locker.

8. Relocate seven existing T. V. surveillance cameras from existing recreation building, Four inside building and three outside. Relocate monitors from inside existing recreation building to guard tower at N.E. corner of relocated recreation yard, also provide connection to monitors inside jail building. Provide new cables, etc. so relocation can be accomplished in one day.

9. Roof downspouts on new recreation building to be replaced with breakaway type to prevent inmates climbing them.

10. Remove standpipe, stack, etc., from exterior walls to prevent inmates climbing same.

11. Eliminate propane tank, etc., from adjacent to east wall of building (outside).

12. Other items as determined to be necessary.

RWE:jr
cc: J. H. Versteeg
J. B. Boyd
Larry Craig
Tom Slyter

7413 C

I-205

MULTNOMAH COUNTY OREGON

DEPARTMENT OF JUSTICE SERVICES
DIVISION OF CORRECTIONS
1021 S.W. FOURTH AVENUE
PORTLAND, OREGON 97204
(503) 248-3000

DONALD E. CLARK
COUNTY EXECUTIVE

RIGHT OF WAY ADMINISTRATION
RECEIVED
AUG 12 1981
M AM ADM. RBR CA RS
PMS AS CE OS TA
0 1 2 3

August 6, 1981

R. W. Ellison, Project Manager
State Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

RE: Relocation, Rocky Butte Jail Recreation Building and Yard

Dear Bob:

This is to confirm my decision to go ahead with proposed Alternative #5 with modification as we discussed on Wednesday, August 5, 1981.

As indicated earlier, I will discuss most options and plans as they arise with my superiors. As indicated, I would also like to involve the union for the Corrections Officers and the Fire Marshall to ensure compliance and resolve problems early that may arise from the relocation.

I will continue to happily work with you and your department and if I can be of further assistance, please do not hesitate to contact me.

Sincerely,

Thomas B. Slyter Jr.

THOMAS B. SLYTER JR., Lieutenant
Rocky Butte Jail Facility Commander

TS/km/2407F

cc: Larry Craig, Director, Department of Justice Services
Robert S. Hatrak, Administrator, Division of Corrections
Harold Amidon, Manager, Institutional Services

Copy to: Walt Hart
Hal Vanetta

REFERRED TO
Board 1 Stoudenmeyer
Cole Mann
Erikson Watson
Heger Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

T 205

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23-2

July 31, 1981

Lieutenant T. B. Slyter, Jr.
Multnomah County Jail
9755 NE Hancock Drive
Portland, OR 97220

Rocky Butte Jail
Exercise Yard

Enclosed are plans of the proposed exercise yard and recreation building as discussed with you and Mr. Robert Ellison on Thursday, August 30.

Please review these proposed plans for any changes, additions or eliminations by August 7.

Walter J. Hart
Bridge Engineer

L. L. Wallace
Assistant Bridge Engineer

RECEIVED
1981
ROAD DESIGN SECTION

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Enclosures

cc: J. H. Versteeg /w/ enclosure
R. W. Ellison /w/ enclosure

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Cole Mann
Eriksen Watson
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BY FINAL DESIGN ENGINEER

Form 734-3122

Form 734-3106

1 1

Calculations for Rocky Butte Jail - Exercise Yard.

Made by JAJ 81 GJB.

Preliminary Estimates for ALT#1 thru ALT#4

ALT #1

Removals per estimate	$ N/A
Relocate Hancock Drive	$ ~~44,207~~
Remodel to suit - enclose - secure	$ 40,000
Sub Total	$ 84,000

ALT #2

Removals per estimate	$ N/A
Remodel to suite - enclose - secure.	$ 30,000
Sub Total	$ 30,000

ALT #3

Removals per estimate	$ N/A
Const equal building. 6400SF x $35 psf	$ 224,000
Sub total	$ 224,000

ALT #4

Removals per estimate	$ N/A
Remodel to suite (temporary bldg.)	$ 10,000
Relocate building	$ 15,000
Reconstruct interior.	10000
Sub total	$ 35,000

ALT #5 Same as #2

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Jail Exercise Yard
Highway Relocate Hancock Drive County _____ Prefix _____
Length _____ Miles _____ Designer Howe Date 23 July 81
Signed _____ Title _____

Grading & Drainage $ _____

Surfacing $ 36,839

Extra Work

Salvage Fencing	$ —
Power - Sign	$ _____
Relocate Fire Hydrant	$ _____
Slider Gate Motor	$ —
Conduit	$ _____
Security Camera	$ _____
_____	$ _____
_____	$ _____
_____	$ _____
_____	$ _____

TOTAL EXTRA WORK $ _____

TOTAL . . . . . $ _____

+20 % Engineering and Contingencies $ 7368

Structures

Remove Footings	$ _____
_____	$ _____
_____	$ _____
_____	$ _____

TOTAL STRUCTURES $ _____

Right of Way $ _____

TOTAL ESTIMATED COST . . . . . $ 44,207

9413

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

July 27, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80158
Project No. I-205-7(83)308
Columbia River Bridge-S.E. Powell Blvd. Section

Attached data consists of PR-1 form with project maps.

This project is expected to be funded from the 20% of the FY '81 limitation withheld from distribution until after August 1.

DRH:bkc
Attachments

cc: E.L. Hardt (Region 1)
R.N. Bothman (Metro)
Judy Smith (Metro)
Jon Rose (Metro)
General Files

Form 734-3122

9413

ROW 12

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 17, 1981

In Reply Refer to File No.

Tuck Wilson
1600 Benjamin Franklin
Plaza
One S.W. Columbia
Portland, Oregon 97258

RE: Existing Recreation Building
Justice Center
File 46993
FAP No. I-205-7(8)311 (JAIL)

Dear Tuck:

As discussed with you on July 16, the recreation building presently existing requires a decision. After discussing it with you I talked with Mr. Sid Coleman, Deputy Director of Corrections. He and I went over the various options; it is his opinion that the original contract between Multnomah County and the Department of Corrections Program required that Multnomah County relocate the building and continue its dedicated use. I discussed the contract that we are presently preparing for the reconstruction of one of the Public Works buildings to continue to serve the same function for an additional year and a half and that it was the Department of Transportation that was actually causing the dislocation. I thought that the utilization of the building could be considered complete once these steps have been taken and the building destroyed. He tended to agree with this thinking based on the following alternatives:

1. Relocate the building to MCCI for continuing community corrections work. This would require, in my opinion, an estimate by your building crew or by a private contractor to relocate this building from its present location to Troutdale. It would have to be done on a short time frame after the new recreation yard and building are occupied. This move may or may not be cost effective.

2. Direct the Department of Transportation to demolish the building and stockpile those portions, such as structural members, that could be used in a community corrections building at MCCI. The County should stand any extra expense to the State in the protection of the members. County forces would remove these materials and utilize them for the purpose intended.

3. Demolishment of the building. Under this alternate the building would become the property of the demolition contractor

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JUL 17 '81
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Info | Invest | R/D | D/R | Sign | Act | File

NOTED
F. D. KLABOE

Form 734-3122

who would be awarded the contract for the removal of all of the buildings. His bid price would portray a credit for any salvageable materials in the building and any credits in the process would be to the project for which the entire functional replacement program is geared. This would have some minimum benefit to the State and Federal Government in the functional replacement program and would probably be the least expensive of all the alternatives.

I would appreciate a reply as quickly as possible so the contract can be prepared. I am sending a copy of this letter to Mr. Larry Craig and to Mr. Sid Coleman in order that all parties be aware of the impending program.

Very truly yours,

J. B. Boyd
Right of Way Manager

JBB:jh

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. H. Versteeg
Larry Craig
Sid Coleman

9413

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Bob Ellison
Project Manager

DATE: July 16, 1981

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Demolition & Recreation
Yard Relocation
Rocky Butte Jail
File 46993
FAP No. I-205-7(8)311
(JAIL)

NOTED
E. S. HUNTER

We have been requested to determine the estimated cost of the reconstructed recreation yard and recreation building at the Rocky Butte Jail. As I understand it the following is the order of business:

1. Reconstruction of Public Works garage for recreation building. You have discussed this with Walt Hart and he will assign someone to determine the best method of accomplishing this work and the approximate cost.

2. Fencing and landscape activities such as the sod installation. These will be estimated by crew of Don Stoudenmeyer.

3. Demolition of existing buildings. It is our feeling that we should have an estimate made by Mr. Jake Colhouer paying him an appraisal fee based on his experience. The rubble satisfactory for fill not containing any items not normally allowed, should be stockpiled somewhere in the near vicinity for either use in the fill construction or for waste in the immediate area. This should be done in order to save the hauling cost of debris that is not detrimental to the final product. The ashler masonry in the buildings should be studied for salvage and stockpiling at some location that will not be needed for the finished project. The ashler masonry is a building material that probably will never again be available. The cost of this salvage I believe is justifiable to the project in order to protect a valuable resource. After the materials are stockpiled and protected holding them at disposition for public use should be studied.

4. County Recreation Building. This County recreation building was built as a removable building after the project was begun and not included in the functional replacement. I discussed the disposition

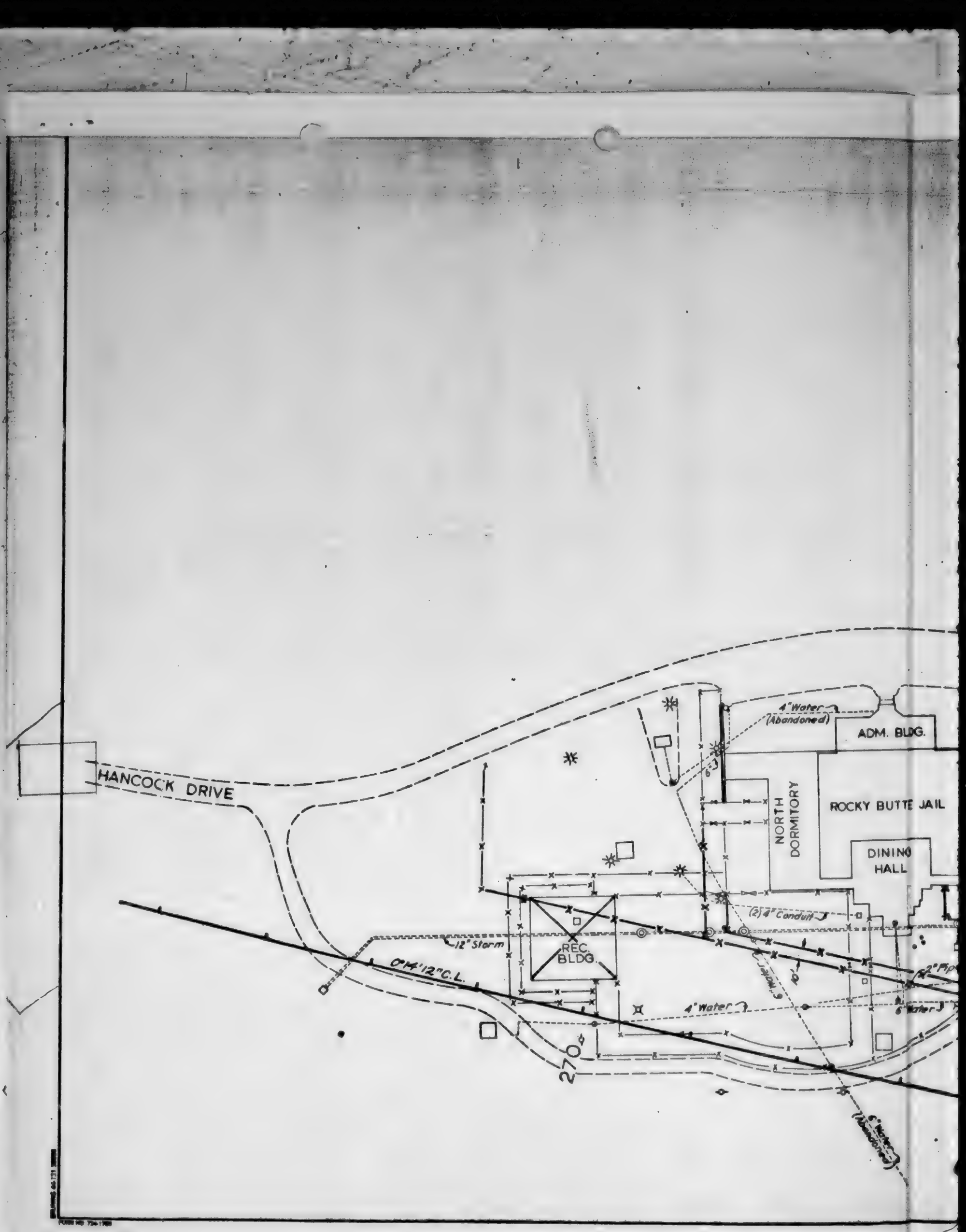
RECEIVED TECHNICAL SERVICES JUL 17 '81 REFER TO FOR: Info / Invest. / M/D / D/R / Sign / Act / File

of the building with Tuck Wilson. I advised that it would be their responsibility to remove the building entirely, to leave it to the State for its salvage with no credit to the County or to request structural members be set aside for disposition by County forces.

We should accomplish this work expeditiously as hopefully the contract can be let in November provided the County is able to relocate their Public Works activities on our present schedule.

JBB:jh

cc: E. S. Hunter
R. N. Bothman
Walt Hart
Hal Versteeg
Ed Hardt
Bob Shotwell
Bob Pillsbury
Tuck Wilson


HANCOCK DRIVE
4" Water (Abandoned)
ADM. BLDG.
NORTH DORMITORY
ROCKY BUTTE JAIL
DINING HALL
(2) 4" Conduit
12" Storm
REC. BLDG.
0°14'12" C.L.
4" Water
6" Water
6" Water
270°
6" Water (Abandoned)

Jail Exercise Yard

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

20' Rev. C.

OM. BLDG.

Y BUTTE JAIL

SOUTH DORMITORY

DINING HALL

COUNTY GARAGE OFFICE

10' Min.

12" Storm

8" San Sew.

2" Pipe (Abond.)

6" Water

COUNTY GARAGE

6" COUNTY GARAGE

Seam

275

"LN" LINE

1-205-38

7413

Salem, Oregon
June 5, 1978

Rocky Butte Jail

A. D. Olson
Production Design Engineer

J. E. Chidsey, Project Manager
Rocky Butte Relocation

Herewith latest revision of plan for Rocky Butte Jail exercise yard relocation. Existing water mains, fire hydrants and sewer lines are shown to the extent of our information. Guard tower locations and basketball court are as indicated on sketch accompanying Lt. Yeager's letter of May 19, 1978.

Further information is needed from Multnomah County to complete our design. We need to know where they would prefer the toilet facility to be located. We assume the drinking fountain can be attached to the toilet building. A hose bib for irrigation purposes should also be provided on the exterior of the toilet building.

Mr. Darryl Tracewell, the institutional engineer, should be contacted per Lt. Yeager's suggestion to assist in determining location of underground utilities and the best location for connections to them.

The fire hydrant approximately 100' West of the southerly part of the jail will be covered by mainline fill. The fire hydrant approximately 40' North of the northwesterly corner of the buildings may fall within the proposed 8' wide fenced walkway. Relocation to a more accessible site would be required. An on-site meeting of a representative from Highway, the local fire department, and Mr. Tracewell would probably be the best way to determine fire hydrant relocations.

Metro Design (Paul Hailey) arranged for the recent field work in this area. They should preseumably be involved so that utility ties or moves could be coordinated with our other data.

ADO:ck
enclosure

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JUN 06 1978
ENGINEERING SECTION

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Christensen
George
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9413

1-205-38

Salem, Oregon
May 1, 1978

A. D. Olson
Preliminary Design Engineer

Robert N. Bothman
Administrator, Metro Branch

Jail Exercise Yard
East Portland Freeway
Multnomah County

Attention: K. D. Limbocker

Enclosed are copies of the plan, profile and cross-sections (picked from aerial contours) for a relocated jail exercise yard. This design is the result of meetings between Jim Chidsey and representatives of the Rocky Butte Jail and has been basically accepted by the jail administration.

Please have a line run in approximately as shown and tie it to the mainline. Profile and cross-section it to cover the necessary area, including the relocated exercise yard. Apparently there has been some grading work west of Hancock in this area since the contour map was made.

If there are questions, please contact me, Jim Chidsey or Tom Edwards.

ADO:ab
Enclosures

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Sullivan
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9413

NOTED
E. S. HUNTER

MULTNOMAH COUNTY OREGON

DEPT. OF JUSTICE SERVICES/CORRECTIONS DIVISION
ROCKY BUTTE JAIL
9755 N.E. HANCOCK DRIVE
PORTLAND, OREGON 97220
(503) 253-7555

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

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FOR
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M E M O R A N D U M

16 March 1978

TO: Stanley S. Kerner, Commander
Corrections Division

FROM: Lt. Jay W. Yeager, Facility Supervisor
Rocky Butte Jail

SUBJECT: Proposed Jail Exercise Yard

In response to Mr. Chidsey's letter dated March 9, I find the preliminary plans which he has submitted unacceptable for the following reasons:

1. Eliminates all parking space for jail transport vehicles.
2. Lack of adequate maneuverability and access to existing sallyport.
3. Inadequate number of guard towers to accommodate design of proposed exercise yard.
4. No means of access to yard from jail for inmates.
5. Absence of security fence enclosing the rear of the jail.

In my opinion, these areas of concern are valid in that;

1. County vehicles parked anywhere other than their present location, during the dark hours could not be observed and protected.
2. The proposed exercise yard would have to be considerably reduced in size to accommodate jail bus maneuverability to enter sallyport for loading and unloading of prisoners.
3. The rear of the jail would be completely vulnerable to intruders, as well as possibility of introduction of contraband without a security fence completely enclosing the area.
4. Due to the new triangular design, two guard towers are inadequate. This would leave the southwest corner unprotected in the event of an escape.
5. Provide adequate enclosed fenced passageway from exit located in the hallway between the dining hall and north dormitory to the exercise yard.

If these concerns can be dealt with and resolved, I will respond

to the questions raised by Mr. Chidsey.

1. Existing movable sprinkler system is adequate.
2. I have transposed what I feel is a possible solution for access of vehicles on the proposed plans.
3. Existing illumination is adequate.
4. The concrete structure can be disposed of as it is no longer in use.

I have taken the liberty of drawing suggested changes and additions to the proposed plans which I feel are acceptable from a security standpoint. Any additional ideas you may contribute would be appreciated.

JWY:cs

attachment

E.S. Hunter
XC: J.B. Boyd
J.H. Veersteeg
Adrian Olson
Lyle Watson
R.N. Bothman

RECEIVED
Rocky Butte Relocation
MAR 20 1978
PM APM
File

1982 Fifteenmile Ck. Br. No. 9414
15711A Sec. of Wasco County Fax Rd.
No. 114. (Grading, Base & Structure)

CdA 7455 2-17-81

9414

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER: 149233

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
10/16/84		CA 3382

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
WASCOCO		321	00			2,520.85
	233-1030	296	00	000		2,520.85
	233-1030	297	00	000		(2,520.85)

•WASCO COUNTY
•5TH & WASHINGTON STREET
•THE DALLES OR 97058

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON BROS-3300(2), FIFTEEN MILE CREEK BRIDGE, AGREEMENT NO 7455, CONTRACT #9414	
TOTAL PROJECT COST	260,582.81
LESS: FEDERAL FUNDS	(205,361.96)
LESS: ADVANCE DEPOSIT	(52,700.00)
AMOUNT DUE	2,520.85

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
DIANE GALIDA PH: 378-5035 FOR CORRECTNESS OF CHARGES,
OR MIKE SHULTZ PH: 378-6011 PREPARER OF INVOICE

734-1150 (7-81)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: September 17, 1984

COUNTY: Wasco — AGREEMENT NO: 7455 — PROJECT NO: BROS-3300(2)

CONTRACT NO: 9414 — SECTION: Fifteenmile Creek (FAX) Bridge

Preliminary Engineering 233-1940

	Participating	Non Participating
Project Manager	$ 190.85	$
Consultant Fees	14,120.00	
Final Design	444.66	
Bridge Design	550.16	
Traffic Section	44.43	
Program Section	225.54	
Specifications	2,064.89	
Administrative Services	11.11	
Environmental Section	265.83	
Structural Foundations	1,704.25	
Total P.E. Cost	$ 19,621.72	$ -0-

Construction Prefix 233-1030

Work Performed By Contractor	$205,833.37	$
Interest on Final Payment		272.55
Engineering Expense	437.87	
Consultant Fees	27,892.18	3,607.82
Audit Services	372.34	
Program Management	55.06	
Materials Section	215.79	
Technical Services	141.47	
Construction Branch	654.37	
Region Office Charges	654.55	
Construction Engineering (Accounting)	823.72	
Total Construction Cost	$237,080.72	$ 3,880.37

Summary

Total Participating P.E. Cost		$ 19,621.72
Total Participating Const. Cost		237,080.72
Total Participating Cost		$256,702.44
Federal Funds		
PE (80%)	$ 15,697.38	
Const. (80%)	189,664.58	$(205,361.96)
Subtotal		51,340.48
Plus Non Participating County Cost		3,880.37
Less County Advance Deposits		
P.E. (AD #864)	$ 4,460.00	
Const. (AD #992)	48,240.00	(52,700.00)
BALANCE DUE FROM COUNTY		$ 2,520.85

GEZ:me

233-1940
233-1030

ORIGINAL 7/14

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-3-84

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. BROS - 3300(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 2/12/81 To: 4/13/84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 19,621.72	$ 19,621.72	80%	$ 15,697.38	$15,697.38	$0.00
240,961.19	237,080.72	80%	189,664.58	189,664.58	0.00
$260,582.81	$256,702.44	80%	$205,361.96	$205,361.96	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration, or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 7/3/84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Fifteenmile Creek Bridge Wasco County (FAA) Road W. 114					
	Preliminary Engineering Type code PE					
	State	All Required			$ 18,001.72	
	Work by OBEC Consulting Engineers	All Required			1,620.00	
	Total Participating Preliminary Engineering				$ 19,621.72	
	Construction Type Code X080 Structure, Br. #15711A (Sta. 0+50 to Sta. 3+56.50 Structure Sta. 4+76.50 to Sta. 7+44.29					
	Fianl Contract Payment Summary	Lump Sum			$205,833.37	
	Construction Engineering					
	State	All Required			$ 2,982.83	
	Work by OBEC Consulting Engineers	All Required			27,892.18	
	Total Construction Engineering				$ 30,875.01	
	Misc Project Cost					
	Audit Expense	All Required			$ 372.34	
	Total Participating Project Cost				$256,702.44	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 272.55	
	Work by OBEC Consulting Engineers	All Required			3,607.82	
	Total Non Participating Project Cost				$ 3,880.37	
	TOTAL PROJECT COST				$260,582.81	
	Prepared based on Participating cost as shown on the Federal Billing as of 6/21/84.					
	AMOUNT CARRIED FORWARD					

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	231 1013	298	00	N	9			44,163.20	82	84
	231 1013	600	00	P	1			5,142.33	82	84
	231 1013	900	00	N	1			636.47	82	84
	231 1013	920	00	P	1			15.53	82	82
	231 1013	940	00	P	1			699.78	82	84
	231 1013	941	00	P	1			483.73	82	83
	231 1013	944	00	P	1			257.84	82	83
	231 1013	945	00	P	1			169.92	82	83
	231 1013	946	00	P	1			315.00	82	83
	231 1013	948	00	P	1			114.84	84	84
		TOT		P	1			55,192.12		
		TOT		N	1			647.46		
		** JOB TOTALS **				**	**	55,839.58 **		
MSC (77) PROJECT #2	CONT NO	# FA PROJ NOS PMS 000S077 100							STATE	
	233 1021	296	00	N	9			555.78CR	81	83
	233 1021	298	00	N	9			555.78	81	83
	233 1021	915	01	P	1			524.79	82	82
	233 1021	920	00	P	1			17.30	82	83
	233 1021	948	00	P	1			13.69	81	82
		TOT		P	1			555.78		
		** JOB TOTALS **				**	**	555.78 **		
IFTEENMILE CREEK BRIDGE	CONT NO 9414 # FA PROJ NOS BROS3.00002 100								STATE	
	233 1030	201	00	P	1			205,833.37	82	83
	233 1030	206	00	N	1			272.55	82	83
	233 1030	296	00	N	9	1,614.87CR	1,614.87CR	233,504.58CR	82	84
	233 1030	297	00	N	9			44,240.00	82	82
	233 1030	298	00	N	9	1,614.87	1,614.87	189,664.58	82	84
	233 1030	600	00	P	1			437.87	82	83
	233 1030	900	00	P	1			27,892.18	82	84
	233 1030	904	00	P	1			3,607.82	83	84
	233 1030	904	00	N	1			372.30	82	83
	233 1030	915	00	P	1			55.06	82	82
	233 1030	920	00	P	1			18.20	84	84
	233 1030	940	00	P	1			35.31	82	83
	233 1030	941	00	P	1			162.28	82	82
	233 1030	942	00	P	1			141.47	81	83
	233 1030	944	00	P	1			654.37	82	83
	233 1030	945	00	P	1			654.55	82	82
	233 1030	946	00	P	1			827.72	82	83
	233 1030	948	00	P	1			237,080.72		
		TOT		P	1			3,880.37		
		TOT		N	1			240,961.09		
		** JOB TOTALS **				**	**	**		
H HALL BLVD SW OAK ST	CONT NO 9085 # FA PROJ NOS X1 9207002 89							X1 9207002 05	STATE 06	
	234 1042	201	00	P	1			733,007.91	80	84

B02 OREGON STATE HIGHWAY DEPARTMENT 08/09/84

117 BILLING NUMBER 05 FHWA BILLING VOUCHER PAGE 94

PREFIX	DIV FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
231-1960	1	BROS-3100-006	19,040.00	11,956.87	11,956.21	80.00	9,566.73	9,026.50		530.23
233-1030	18	BROS-3300-002	189,664.58	240,961.09	237,080.72	80.00	189,664.58	189,664.58		
233-1940	18	BROS-3300-002	15,697.38	19,621.72	19,621.72	80.00	15,697.38	15,697.38		
		PROJ TOTALS	205,361.96	260,582.81	256,702.44		205,361.96	205,361.96		
X334-1068	18	BROS-3400-002	82,980.86	103,760.62	103,735.07	80.00	82,988.06	82,980.86	7.20 B	
234-1902	18	BROS-3400-003	12,217.37	15,346.69	15,271.71	80.00	12,217.37	12,217.37		
234-1052	18	BROS-3400-004	159,671.03	204,067.89	199,588.79	80.00	159,671.03	159,671.03		
234-1903	18	BROS-3400-004	16,185.05	20,723.43	20,231.31	80.00	16,185.05	16,185.05		
		PROJ TOTALS	175,856.08	224,791.32	219,820.10		175,856.08	175,856.08		
234-1048	18	BROS-3400-005	12,498.02	17,067.11	15,622.53	80.00	12,498.02	12,498.02		
234-1906	18	BROS-3400-005	9,958.74	12,459.94	12,448.43	80.00	9,958.74	9,958.74		
		PROJ TOTALS	22,456.76	29,527.05	28,070.96		22,456.76	22,456.76		
234-1057	18	BROS-3400-006	97,839.65	126,292.41	122,299.56	80.00	97,839.65	97,839.65		
234-1907	18	BROS-3400-006	18,825.43	24,594.34	23,531.79	80.00	18,825.43	18,825.43		
		PROJ TOTALS	116,665.08	150,536.75	145,831.35		116,665.08	116,665.08		
234-1051	18	BROS-3400-007	235,682.13	294,865.43	294,602.66	80.00	235,682.13	235,682.13		
234-1904	18	BROS-3400-007	27,360.95	29,201.19	29,201.19	80.00	27,360.95	27,360.95		
234-2527	18	BROS-3400-007	1,305.34	1,631.68	1,631.68	80.00	1,305.34	1,305.34		
X434-2535	18	BROS-3400-007	2,000.00	2,000.00	2,000.00	100.00	2,000.00	2,000.00		
		PROJ TOTALS	262,348.42	327,698.30	327,436.53		262,348.42	262,348.42		
234-1910	18	BROS-3400-008	19,035.79	26,033.91	26,033.91	80.00	20,827.13	19,035.79	1,791.34 B	
234-1918	1	BROS-3400-010	20,800.00	19,064.13	19,028.85	80.00	15,223.08	14,962.53		260.55
234-1919	1	BROS-3400-011	26,800.00	25,954.48	25,954.48	80.00	20,763.58	20,723.92		39.66
235-1966	1	BROS-3500-000		834.43	834.43	80.00	667.54		667.54 B	

RECAPITULATION --APPROPRIATION 117

	231	1960	927	00 P 1	1,443.91	1,443.91	3,571.78
	231	1960	937	00 P 1			1,108.14
			TOT	P1	2,378.68	2,378.68	13,306.28
			TOT	N1			9.96
			** JOB TOTALS **		2,378.68 **	2,378.68 **	13,316.24 **

WASCO CTY DELINEATOR PROJECT	CONT NO		* FA PROJ NOS PMS 000S077 100				STATE
	233	1935	296	00 N 9			237.30CR
	233	1935	298	00 N 9			237.30
	233	1935	905	00 P 1			237.30
			TOT	P1			237.30
			** JOB TOTALS **		**	**	237.30 **

15 MILE CR(FAX)BR NO15711	CONT NO		* FA PROJ NOS BROS3300002 100				STATE
	233	1940	296	00 N 9			19,197.38CR
	233	1940	297	00 N 9			3,500.00
	233	1940	298	00 N 9			15,697.38
	233	1940	901	00 P 1			190.85

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JULY 1984 PAGE 746

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	233	1940	904	00 P 1			14,120.00	
	233	1940	905	00 P 1			444.66	
	233	1940	906	00 P 1			550.16	
	233	1940	911	00 P 1			44.47	
	233	1940	920	00 P 1			225.54	
	233	1940	921	00 P 1			2,064.89	
	233	1940	922	00 P 1			11.11	
	233	1940	923	00 P 1			265.83	
	233	1940	926	00 P 1			1,704.25	
			TOT	P1			19,621.72	
			** JOB TOTALS **		**	**	19,621.72	**

OERR XING@SW 170TH AVE	CONT NO		FA PROJ NOS RRP 9049001 100				STATE
	234	1901	296	00 N 9			883.07CR
	234	1901	298	00 N 9			883.07
	234	1901	901	00 P 1			23.21
	234	1901	905	00 P 1			56.60
	234	1901	914	00 P 1			170.33
	234	1901	920	00 P 1			15.53
	234	1901	923	00 P 1			419.34
	234	1901	938	00 P 1			296.18
			TOT	P1			981.19
			** JOB TOTALS **		**	**	981.19 **

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
RAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9414

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Wasco	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
March 6, 1984	C.O.Fredrickson, Construction Engineer		BROS-3300(2)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
July 1, 1982	February 2, 1983	55 %	199 CD
APPROVED EXTENSIONS	**LOCATION** Fifteenmile Creek Bridge Section of Wasco Co. (Fax) Road No. 114 approximately 8 miles southeast of The Dalles.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
APR 23 '84
REFER TO
Fredrickson
FOR
Info | Insp | P/D | D R | Sign | | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ
4/24

1. Description of Improvement as Programed:

   A. Construction of roadbed embankment and aggregate base.

   B. Construction of Bridge No. 15711A over Fifteenmile Creek. Length: 120 feet. Roadway Width: 29.5 feet.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Ross Bros. Construction, Inc.

3. Contract Amount: $212,015.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C.O. Fredrickson

Title Construction Engineer

Final inspection 7/7/82.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 4/13/84	TITLE Field Operations Engineer	DATE 4/20/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

OBEC CONSULTING ENGINEERS

November 9, 1983

Mr. Pat Schwartz
Assistant Highway Engineer
Operations Branch
Oregon Department of Transportation
140 Transportation Building
Salem, Oregon 97310

Re: OSHD Billing for Fifteenmile Creek Bridge
Wasco County, OBEC Project No. 215-1
CAO-83-182
Invoice No. 136514

Dear Pat:

I am sorry I did not get by to discuss this situation further as I had planned.

Not wanting a general confrontation over such a matter as this, we have mailed a check in the amount requested to the Highway Department this day.

I still want to work with the Division to insure that this kind of event does not happen in the future, and that all parties doing engineering work can be paid for their efforts.

I hope my prolonged discussions of this matter have not been misunderstood.

Sincerely,

Wally

W. A. Palmateer

NOTED
W. E. SCHWARTZ

WAP:ps

RECEIVED
STATE HWY ENGR
NOV 10 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

STATE OF OREGON

INTEROFFICE MEMO

DATE: November 3, 1983

TO: Pat Schwartz

FROM: Jack L. Solis
Assistant Attorney General
CAO-83-182

SUBJECT:

This is another case of billing a consultant and the bill is $1,861.50. As you will note, Mr. Palmateer feels that he has been had on this deal and indicated he was going to talk to you about it. In a nut-shell, I would appreciate your reviewing the file and indicating whether you want us to continue on trying to collect it. If we reduce the claim or abandoned the claim.

Orig. to Jack - 11/4

I have told Wally & everyone else, at least twice, that I expect him to pay this bill. He has always been the worst offender among the consultants about expecting the State to pay a part of the engineering service he contracts for. I am fairly certain he will pay & I would like this matter pursued right to the courthouse door

JLS:mm

RECEIVED
STATE HWY ENGR
NOV 3 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
7/7

Buzz Swan — Does Wally's contract with the Co. say that he will perform all engineering services including testing? I presume that it does because we have been through this with him before. I believe our charges are correct and assignable to him.

WBS

Orig to
7/11

Martha Rice — Materials Testing is a proper charge to his Consultant Contract, for which he has been properly billed. Each test report Contained a charge for the test performed. He should have been aware of his cost. If he needs explanation for the holding of his final bill he should get it from Co.; they hold his bill. You should insist payment of this bill. WBS

OBEC CONSULTING ENGINEERS

June 17, 1983

Mr. Martha L. Rice
Department of Justice
State of Oregon
Salem, Oregon 97310

Re: OSHD Billing for Fifteenmile Creek Bridge
Wasco County
(A0-83-182

Dear Ms. Rice:

Our Construction Engineering agreement for the project was submitted and approved in March 1981 for a Not-to-Exceed of $25,000. That agreement estimated $700 to be utilized as OSHD lab fees. The contract was subsequently supplemented in May 1982 to a maximum of $31,500, with no changes other than additional direct cost of job engineering.

county held this until 11-18-82. State rec'd it 11-23-82 Paid 11-26-82.

The work was substantially completed in May 1982 and our last billing of $10,539.96 to total $31,240.57 was submitted for the May 1982 time period. This billing was apparently held by the County and State for five months until released for payment December 7, 1982. We have never been given a suitable explanation for this inappropriate and expensive (to us) delay in payment. Our previous billing for February 1982 of $9,238.29 was not paid until April 30 -- a 60-day delay. Thus we have incurred interest expense, at 1% per month for bills over 30 days, of $627 on this project.

Final auditing was done in late 1982 or early 1983. The last bill of $259.43, to reach the agreed amount of $31,500, was submitted December 30, 1982 and payment received March 29, 1983.

Then comes the OSHD billing of $1,861.50 dated March 10, 1983 -- a billing $1,165 over the estimated cost of $695 utilized in our estimate.

Summarizing as follows:

1. We had never billed the County for your work.

2. Our costs for the work exceeded the cost plus fixed fee contract by about $9,000 -- our costs without fixed fee audited at $40,443.09 by Ken Johnson, OSHD.

3. Had your bill been sent timely, we would have just been another $1,861.50 further into the hole.

4. The OSHD billing is 267% over anticipated budget costs that were included in the contract.

PROGRAM SECTION
MANAGER ____ PROJECT UNIT ____
1983
MAN. ASSIST. ____ PROGRAM UNIT ____
REFER TO ____
FOR ____

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

I have previously suggested to the State that lab fees should be treated exactly the same as OSHD drilling costs and monitoring costs by your engineers. These costs are kept apart from our budget and paid for separately. Neither we nor the OSHD lab can accurately predict the costs in advance; that is why the contract is a cost + fixed fee. However, when we have received no fee and lose about $9,000 in addition, I am hard pressed to justify this company paying a bill about 2.7 times the original estimate and received nine (9) months after the job was completed and even in fact after audit was completed.

I presume the work was done, though the billing is not itemized in the slighest degree giving any dates, charges or rates. This is not an acceptable business practice in normal use.

Please justify this billing at this date so I might further appreciate your reasoning. Now, since we have much on-going work with the State, we omit these estimates of central laboratory testing which the State mandates be done by itself, and presume it is being paid for in another manner. It would be a good idea if this charge was handled the same way.

Very truly yours,

W. A. Palmateer
General Manager

WAP:ps
Enclosures

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
TOLL FREE: 1-800-452-7813 Ext. 82878

In Reply Refer to
File No.: ACC 5

April 7, 1983

Mr. Wally Palmateer
General Manager
OBEC Consulting Engineers
244 Country Club Road
Eugene, OR 97401

I have enclosed a copy of the estimate on the laboratory services on the 15 Mile Creek (Fax) Bridge project as you requested. If I can be of additional assistance on this project, do not hesitate to contact me at the above telephone number.

Sincerely,

Ken Johnson
Staff Auditor

KJ:cl

Form 734-3122

HIGHWAY DIVISION

REQUESTER NAME: A.S.H. Jones	DATE OF REQUEST: 2/2/82	PREFIX NUMBER: 033-8218-199
TITLE: Project Manager		ESTIMATED BEGIN DATE: February 15, 1982
ORGANIZATION: OBEC Consulting Engineers		METHOD OF PAYMENT: [ ] MONTHLY [ ] QUARTERLY [X] ON COMPLETION [ ] OTHER:
STREET ADDRESS: 244 Country Club Road		AMOUNT OF ADVANCE DEPOSIT: $ --
CITY, STATE, ZIP CODE: Eugene, OR 97401		ORDER PREPARED BY: Jerry Thackery
REQUEST AUTHORITY: [ ] LETTER [X] ORAL [ ] OTHER:		SIGNATURE: X

DATE PREPARED: 2/4/82

ESTIMATED END DATE: December 1, 1982

DATE RECEIVED:

ORGANIZATION: Oregon State Highway Di

[X] AGREEMENT/PERMIT NO. (Consultant)

LOCATION AND DESCRIPTION OF SERVICE/MATERIALS		UNIT COST	TOTAL ITEM COST
Mix Design Transfers	Asphaltic Concrete	15.00	
	Class "C" Concrete	15.00	
RipRap Qualification		350.00	
Concrete Cylinder Tests		100.00	
Lab Report Transfer	Base Rock	15.00	
Bridge Rail Inspection		200.00	
15 Mile Creek (For Bridge Project			
TOTAL ESTIMATE			695.00

DO NOT WRITE IN THIS SPACE

ACCOUNTING

CONSTRUCTION ENGINEERING (COST PLUS NET FEE)

To Be Performed By:

COUNTY	STATE	CONSULT.	
☐	☐	☐	Preconstruction conference
☐	☐	☒	Construction staking
☐	☐	☒	Establish grades
☐	☐	☒	Technical construction inspection
☐	☐	☒	Resident Engineer services (contract administration)
☐	☐	☒	Field material testing & inspectio
☐	☒	☐	Central Laboratory testing
☐	☒	☒	"Off-site" material testing and inspection
☐	☐	☒	Checking of shop drawings
☐	☐	☒	Prepare "as constructed" plans
☐	☐	☐	Other (Specify)

3. Consultant shall provide all construction engineering services and technical inspection functions during construction of the project. Personnel may be required by State to demonstrate a competency in the particular area of inspection to which they are assigned. All construction engineering services, inspection functions and material testing performed by Consultant shall be documented using forms and reports acceptable to State. All materials which require laboratory testing shall be tested in State's Central Laboratory at Salem, or in a laboratory approved by State to perform such tests. Consultant shall prepare an estimate of costs for "off-site" materials testing and inspection, and laboratory materials testing. In the event Consultant contracts, but is unable to perform any of these functions, State may, at Consultant's request, perform these services with the actual cost to be billed directly to Consultant or deducted from Consultant's proposed fees.

4. State and FHWA shall have the right to initiate conferences with Consultant and County to participate in the review of work in progress. As a minimum, a pre-construction conference will be arranged with representatives of State, County, Consultant and the contractor in attendance. When alternates are to be considered, County shall have the right of selection.

9414

February 18, 1983

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9414

Gentlemen or Ladies:

On February 8, 1983, we wrote to you concerning release of final payment on Contract No. 9414 awarded to Ross Bros. Construction, Inc. for work on the Fifteenmile Creek Bridge No. 15711A in Wasco County.

Final payment on this contract is $3,381.02 and the total contract amount is $205,833.37. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Ross Bros. Construction, Inc.
3501 Brooklake Road, North
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
Dale Allen

9414

Wasco Co.

FIFTEENMILE CREEK BRIDGE No. 15711A
Wasco County (Fax) Road No. 114
Contract No.: 9414
Prefix No.: 233-1030
FAS No.s: BROS-3300(2)

1 Versteeg
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wetherlig

RECEIVED
DEC 01 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

NARRATIVE REPORT

Roadwork

Subgrade and base rock placed to gradeline as shown on plans for the main road. The vertical curves on access roads L_1 and L_2 were lengthened to 50' to eliminate any possible problems with farm machinery. The L_3 Line profile was changed to follow the changing super rate of the main road. The culvert at the end of the L_3 Line was eliminated. This (L_3 Line) road was used by oversized farm equipment as a bypass around the old structure which will no longer be required and will be used for field access only.

Riprap along left bank was dressed up using the smaller size rock which resulted in an overall appearance that the riprap was out of specification. A report with pictures was submitted documenting that the riprap met the size requirements.

Structure

Sub-structure: Bedrock was encountered 1'± above elevations shown on plans. Footings at Bent 1 were placed full depth into bedrock and are 1'± above plan. At Bent 2 mud seams were encountered within the rock strata. These seams stopped at 1'± below plan and the footings placed at this point. Random holes 2' deep were drilled in each footing to be sure no more mud seams were present.

Superstructure: No problems encountered in the superstructure.

A. S. H. Jones

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Fifteenmile Creek Bridge No 15711A
Highway: County (Fax) Road No. 114
County: Wasco

Contract No.: 9414
Prefix: 233-1030
F.A. No.: BROS-3300(2)

Item No.	Item	Unit	Original	Semi-final	%(+ or
	SUMMARY				
	Bid Items		$212,015.00	$205,452.47	-3.1%
	Anticipated Items		500.00	-0-	-100%
	Contingencies		9,563.18	-0-	-100%
	Engineering		19,126.35	31,500.00	+64.7%
	Liquidated Damages		-0-	-0-	-0-
	Total		$241,204.53	$236,952.47	-1.76%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

4	Flagman	Hr	50	0	-100%
	Traffic conditions were such that flagmen were not required				
6	Embankment In Place	CY	5000	4346.75	-13.1%
	All required as staked in the field.				
7	Toe Trench Excavation	CY	730	849.66	+16.4
	Embankment behind existing abutment on left bank was not included in original quantity.				
8	1"-0Aggregate Base	Ton	1850	1605.5	-13.2%
	All required				
9	Class 'C' Asphalt	Ton	80	89.865	+12.3%
	Required due to mismatch in beam camber.				
10	18" Culvert Pipe	Lin Ft	100	50	-50%
	One 50' run elimated as not required.				
15	Loose Riprap, Class 400	CY	360	282	-21.7%
	Encountered bed rock above plan elevation of toe trench.				

1 Verstoeg
Anderson
2 Adams
C
Sullivan
Terpin
Weberlo
RECEIVED
DEC 9 1982
ROAD DESIGN
SECTION

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 8-200		Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Wasco
MODIFICATION NUMBER 1	Number 2	Project Number BROS-3300(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 17 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 263,520.00	$ 266,712.00
Federal funds	$ 210,816.00	$ 213,369.00
Other revisions		

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of August , 19 82 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon August 4, 1982

Federal-Aid Project
No. BROS-3300(2)

Fifteenmile Creek Bridge
Wasco County (FAA) Road No. 114

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 22,320.00

Type Code X080
Structure, Br. #15711A (Sta. 0+50 to Sta. 3+56.50 Structure Sta. 4+76.50 to Sta. 7+44.29)

Subtotal of previous estimate of December 14, 1981	$212,515.00
SUBTOTAL	$212,515.00
Engineering	31,877.00
TOTAL	$244,392.00

Length of Structure ---------- 0.023 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 22,320.00	$ 17,856.00	$ 4,464.00
Structure	244,392.00	195,513.00	48,879.00
TOTAL	$266,712.00	$213,369.00	$53,343.00

Group 1 100%
Contract No. 9414
Prefix: 233-1940
Prefix: 233-1030

111-1

STATE COPY 2

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 12-254		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Wasco
MODIFICATION NUMBER	12/2/81	Project Number Bros-3300(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 17, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 22,320.00	$ 263,520.00
Federal funds	$ 17,856.00	$ 210,816.00
Other revisions		

This modification is made for the following reasons: to include construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of December, 19 81.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Asst. State Hwy. Engineer
(Title)

XXBy For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon December 14, 1981

Federal Aid Project
No. BROS-3300(2)

Fifteenmile Creek Bridge
Wasco County (FAA) Road No. 114

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$ 22,320.00

Type Code X080
Structure, Br. #15711A (Sta. 0+50 to Sta. 3+56.50 Structure Sta. 4+76.50 to Sta. 7+44.29)

Mobilization		All Required	$ 10,000.00
Temporary Protection and Direction of Traffic		All Required	1,500.00
Temporary Signs	113 Sq. Ft.	10.00	1,130.00
Flagmen	50 Hours	1.00	50.00
Clearing and Grubbing		All Required	950.00
Embankment in Place	5,000 Cu. Yd.	3.70	18,500.00
Toe Trench Excavation	730 Cu. Yd.	8.00	5,840.00
1"-0 Aggregate Base	1,850 Ton	10.00	18,500.00
Class "C" Asphalt Concrete	80 Ton	50.00	4,000.00
18-inch Culvert Pipe	100 Lin. Ft.	20.00	2,000.00
Guard Rail, Type 2A	75 Lin. Ft.	20.00	1,500.00
Guard Rail, Type 3	100 Lin. Ft.	30.00	3,000.00
Guard Rail Anchors, Type 1	4 Each	350.00	1,400.00
Rail End Pieces, Type C	4 Each	100.00	400.00
Loose Riprap, Class 400	360 Cu. Yd.	16.00	5,760.00
Loose Riprap, Class 700	480 Cu. Yd.	16.00	7,680.00
Removal of Existing Bridge		All Required	2,000.00
Shoring, Cribbing, Etc.		All Required	8,000.00
Structure Excavation	320 Cu. Yd.	7.00	2,240.00
Structural Concrete, Class 3300 (96 C.Y.)		All Required	25,000.00
120'/125' Prestressed Bulb-Tee Beams	5 Each	15,000.00	75,000.00
Reinforcement (15,500 lbs.)		All Required	8,315.00
Metal Rail with Tubing	250 Lin. Ft.	37.00	9,250.00
			$212,015.00

Anticipated Items

Roadside Seeding and Mulching	All Required	$ 500.00
	SUBTOTAL	$212,515.00
	Engineering	28,685.00
	TOTAL	$241,200.00

Length of Structure --------- 0.023 mi.

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 22,320.00	$ 17,856.00	$ 4,464.00
Structure	241,200.00	192,960.00	48,240.00
TOTAL	$263,520.00	$210,816.00	$52,704.00

Group 1 100%
Contract No. 9414
Prefix: 233-1940
Prefix: 233-1030

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-106	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 3/17/81	State OREGON County WASCO Project No. BROS-3300(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 4.5 mi. N.E. of Dufur

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-12-81	0.02
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 22,320.00	$ 17,856.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Asst. State Highway Engineer
(Title)

~~By~~ XX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: E.J. Valach (ACTING)

Date executed by Division Administrator MAR 17 1981

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon March 11, 1981

Federal Aid Project
No. BROS-3300(2)

Fifteen Mile Creek Bridge Section
County Road in Wasco County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$8,200.00
Consultant Agreement (Oregon Bridge Engineering)	All Required	$14,120.00

Length of project ---------- 0.02 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 8,200.00	$ 6,560.00	$ 1,640.00
Consultant Agreement	14,120.00	11,296.00	2,824.00
Retain in Program			
PS&E Status	117,680.00	142,144.00	35,536.00
TOTAL	$200,000.00	$160,000.00	$ 40,000.00

Group 1-100%
Prefix 233-1940

9414

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: FIFTEENMILE CREEK BRIDGE #15711A		WEEK ENDING: July 3, 1982
		SECTION PREFIX: 233-1030
HIGHWAY: Fax Road No. 114		COUNTY: Wasco
NAME OF JOB:	KIND OF WORK: Grading, Base & Structure	
CONTRACTOR: Ross Bros. Construction Co.	CONTRACT NUMBER: 9414	FEDERAL AID PROJECT NUMBER: BROS-3300(2)
DATE OF CONTRACT: December 3, 1981	DATE WORK STARTED: February 8, 1982	ESTIMATED COMPLETION DATE: July 1, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 3 SUPERVISION 2	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS 200/365	WORK DAYS USED / CALENDAR DAYS USED 199
PROJECT AUTHORIZATION: $ 241,204.53	SPECIFIED COMPLETION DATE: July 30/December 15, 1982	PERCENT OF TIME ELAPSED: 99.5 54.52
EXCLUSIVE OF ENGINEERING: $ 222,078.18	ENGINEERING AUTHORIZATION $ 19,126.35	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 212,015.00	ENGINEERING COST TO DATE $ 34,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.5%	PERCENT OF AUTHORIZATION 178%	DATE PROJECT WAS COMPLETED: July 1, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5000	1850			80
TOTAL QUANTITIES CORRECTED TO DATE	4300	1700			89.865
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4300	1700			89.865
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Post driver, grader, spreader box, hand tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	15711A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	Partly Cloudy	195		
MONDAY 28	Partly Cloudy	196		
TUESDAY 29	Fair	197		
WEDNESDAY 30	Mostly Cloudy	198		
THURSDAY 1	Partly Cloudy	199		
FRIDAY 2				
SATURDAY 3				

K

RECEIVED
JUL 22 1982
CONSTRUCTION SECTION

CE, CAE, FOE, OCR, SCS, EEO, OM, CA, LS, TC, FE, CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity.
MONDAY	Intalling guard rail items & pour anchors.
TUESDAY	Complete guard rail installation.
WEDNESDAY	Pave structure.
THURSDAY	Complete site clean up. Project complete.
FRIDAY	
SATURDAY	

REMARKS

STATUS: Project complete.

THIS IS LAST REPORT.

SIGNED A. S. H. Jones LOCATION Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit Unit - 8-2878

INTEROFFICE MEMO

FILE: AGR

TO: D. E. Swan, Program Control Engr.
PROGRAM MANAGEMENT

DATE: June 15, 1982

FROM: V. E. Skoog
Controller

SUBJECT: Pre-Award Evaluation
OBEC/Wasco County
15-Mile Creek (Fax Rd) Bridge
FAP BROS-3300(2)

As requested by your memo dated June 3, 1982, and as required by federal/state procurement regulations, we have reviewed the fiscal provisions of the referenced Supplement.

Let us address the two (2) questions you raised:

(1) The "magic" 15% of construction costs is the maximum construction engineering costs eligible for federal reimbursement. Keep in mind, however, that it includes ALL construction engineering costs incurred by Consultant, by OSHD and by a given City or County; in short, the total function 900 series in our Job Cost Summary, excepting only 915 and 975. The 15% figure is not used as a parameter for Consultant proposals.

(2) The difference between the state's estimated construction engineering cost at $19,126 and the revised Consultant cost of $31,500 is beyond the scope of our audit evaluation. The increased cost factors have been considered by FHWA, OSHD, Wasco County and OBEC engineering personnel. The concensus is that the proposed Supplement be approved.

← We so recommend.

DWJ:njl

Contains Recycled Materials

94114

HIGHWAY DIVISION

AGR

V. E. Skoog
Highway Controller

June 3, 1982

D. E. Swan
Program Control Engineer

Project No. BROS-3300(2)
Fifteen Mile Creek (Fax Road) Bridge
Off-System Bridge Replacement
Wasco County & OBEC

Attached for your consideration is one copy of a proposed supplemental agreement for construction engineering services to be furnished to Wasco County by OBEC Consulting Engineers for subject project.

Under "Certification Acceptance", this agreement does not require prior approval of FHWA.

This office has a problem with the relationship between estimated actual cost, as anticipated by the consultant, and the "magic" 15 percent of construction costs requested when the project is nearly completed. The State estimate for C.E. on this project was $19,126.35 (9%) and if the work was performed by state forces the engineering normally underruns on bridge projects.

Please conduct the required pre-award audit evaluation and return one copy of the agreement to this office with your audit report.

MCH:pf
Attachment

cc: Duane Christensen
R. C. Pool
Dave Carter, FHWA
Dennis Kramer, Wasco Co.

9414

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: Duane Christensen
Construction Operations Engineer

DATE: May 25, 1982

FROM: Robert C. Pool
Region Operations Engineer

RECEIVED
MAY 28 1982
CONSTRUCTION SECTION

SUBJECT: Fifteen Mile Creek Bridge
Fax Road, Wasco County
Contract No. 9414

I have reviewed the Supplemental Agreement request and attached letter of explanation from OBEC Consulting Engineers, and would make the following comments:

The Agreement OBEC entered into with Wasco County April 10, 1981, does not set any limits on the engineering work required. They were the locating engineers and should have been in the best possible position to know what engineering work would be needed for the construction.

The change in character of the work, as suggested by Mr. Palmateer, does not seem significant when put in perspective with the total work to be done. I agree with the increased quantities noted in his letter except for the base rock. The quantity he lists would assume that there was never any plan to include base rock in the work. This is in error. The only change from OBEC's original surfacing design proposal dated September 11, 1981, was the deletion of 2 inches of leveling course and an increase of total surfacing depth from 10 inches to 12 inches. This change increased the quantity required by 260 ton.

OBEC's complaint on slowness of work and the small construction crew size may be valid as a wish-would-be, but the realistic view would dictate that a job of this size, type, and scope, would most likely progress at a similar rate. The work is within two weeks of the schedule submitted by the contractor at the preconstruction meeting and the work is anticipated to be complete within the allowed contract time.

An area not addressed in their letter of justification is the fact that it appears that they have made an honest attempt to keep the charges as low as possible. Their office is approximately 200 miles away from the job site, which is very costly in travel time. Maintaining at least one man, when necessary, on expenses has also been a burden on the total engineering outlay. They have had personnel on the job only when necessary to verify quality of the work.

With all of the above facts, I reluctantly recommend the Supplemental Agreement be authorized to cover the total engineering costs to the maximum allowed, which is 15% of the total construction cost. I spoke with Dave Carter, FHWA, on May 18, 1982, and he concurred with the recommended approval of this Supplemental Agreement.

PROGRAM MANAGEMENT SECTION
DHM [ ] DES [ ]
SHM [ ] MJK [ ] DNH [ ]
MAY 28 1982
REFERRED TO _____
FOR _____
FILE: PM FA LG.

RCP:JCT:pw
Enclosure
cc: D. Carter

OBEC CONSULTING ENGINEERS

April 26, 1982

Mr. Dennis Kramer
Wasco County
P. O. Box 577
The Dalles, Oregon 97058

Re: Fax Bridge
OBEC Project No. 215-1

Dear Dennis:

The estimated final engineering costs of $34,659 as shown in my letter of March 19 (Appendix A) have been recalculated to be $29,500. This figure is over the estimated NTE of $25,000 but less than the 15% of contract ($31,802).

It would seem to me to require an unusual set of circumstances that would cause the job to exceed the 15% of contract price.

The construction agreement was submitted in early April 1981 on the basis of work units shown in my letter of September 15, 1981. The major difference in work units from that time to final quantities was the addition of:

1,850 tons of Crushed Rock Base
640 C.Y. of Riprap
730 C.Y. of Toe Trench Excavation

Considerable unanticipated time of OBEC and the State has been required to resolve the riprap problems from the two quarries, staking the toe trenches and placing of the riprap. A very minor item became a major time consumer.

The staking required on the roadbed for base rock and placement of that rock will also add many unanticipated manhours to the project.

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

In general, the contractor's small crew and reputation for laissez faire and the FHWA policy for job supervision are poles apart, and we thus spend additional hours trying to organize the work that we may be in compliance with the FHWA regulations for supervision and documentation.

In as much as the scope has changed to this extent, I believe that a supplemental agreement is in order.

Very truly yours,

W. A. Palmateer
General Manager

WAP:ps
cc: Jerry Thackery-OSHD

9414 E C

December 16, 1981

AGR

W. A. Palmateer
General Manager
OBEC Consulting Engineer
244 Country Club Road
Eugene, Oregon 97401

Dear Wally,

I will attempt to restore your confidence in the Salem Office of the Highway Division.

Fifteenmile Creek Bridge (Fax), Wasco County. As I indicated in my July 29 letter, the FHWA would not approve the agreement until construction was authorized. If the agreement is approved too far in advance of construction, we run the risk of having to modify the agreement to reflect higher costs (as has happened in another of your jobs). Unfortunately, the agreement languished in the FHWA office beyond the advertising date of October 28, 1981, which is the effective authorization date for construction. Therefore, your consultant agreement on this project is clear and construction engineering charges are eligible for Federal-Aid participation as of that date.

Westport Slough Bridge (Woodson), Columbia County. This agreement was approved November 30, 1981 by FHWA. The project was advertised on December 2, 1981, which is the effective date of construction authorization and work under the consultant agreement is authorized as of that date.

Scappoose Creek Bridge (West Lane Road), Columbia County. This project was advertised November 23, 1981, which is also the authorization date for construction and work under your agreement is authorized as of that date.

Rock Creek, Columbia County. I did advise you that the additional engineering had been recommended for approval by our Accounting Section in late October. In mid-November FHWA denied approval, but I have every hope that I have now been successful in clearing the increased

construction engineering costs for federal participation. I will notify you when that approval is cleared and do my best to expedite payment.

I apologize for the delay in notifying you of the authorization dates for these projects. I trust we will do better in the future.

MERRY CHRISTMAS!!!

Very truly yours,

D. E. Swan
Operation Programming Engineer

DES:bf

cc: Glen Gray, FHWA
W. J. Hart
V. E. Skoog
J. Hagedorn, Region 4
Jon Rose, Metro
Cliff Laux

NOTE: The approval and authorization dates which I mentioned above on the 1st 3 projects may seem to conflict with statements made in my December 14, 1981 memo to the files. The dates in this letter are the dates of record.

OBEC **CONSULTING ENGINEERS**

December 9, 1981

Mr. Dorland Swan
Project Management Engineer
Oregon Department of Transportation
Highway Division
State Transportation Building
Salem, Oregon 97310

Re: Various Consultant Contracts,
Status of, whateverhappened to the

Dear Bua:

In the body of the specifications for Fax (15 Mile) Bridge in Wasco County and For Woodson (Westport Slough) and West Lane (West Scappose Creek) Bridges in Columbia County it mentions that the work will be done by a Consultant (us) and even goes so far as to mention OBEC by name.

Since we have held the prejob for Fax and are doing the preliminary calculations for grading, etc. and may even be laying in the survey control, I think it time somebody sent us back our Consultants Agreements for these jobs so that I do not lose, by default, the arugment with the Accounting Section as to when the job was eligible for Federal participation. This same condition will prevail at Woodson where flagging of the special areas for contractor's worksite and new right-of-way should be staked prior to bid.

Our records indicate these agreements for Construction Engineering were sent to the State many moons ago and we Indians are losing confidence in our White Chiefs in Salem.

In addition there is the outstanding billing being held up waiting for approval of the Rock Creek Supplementary Agreement. Arvy Nelson and you both told me this finally cleared two months ago. Where is it?

This new system of doubling the paperwork in Project Management to require separate contracts for design and construction engineering is really working swell. It has at least doubled the work in every case and maybe even more.

We await your reply - -

Eagerly in Eugene

WAP:seb

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

MH

14114

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

AGR

TO: FILES

DATE: December 14, 1981

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. BROS-3300(2)
Fifteenmile Creek (Fax) Bridge
Off-System County Road No. 114
Wasco County and OBEC

Attached is the approved consultant agreement for construction engineering services to be furnished to Wasco County by OBEC Consulting Engineers. Under "Certification Acceptance", prior approval by FHWA will not be required.

Construction engineering charges will not be eligible for federal-aid participation until the construction phase has been authorized by FHWA; therefore, do not authorize the Consultant to proceed with the work until the project has been advertised for construction bid proposals.

-

MCH:pf
Attachment

cc: Glen Gray, FHWA
Walt Hart
V. E. Skoog
John Hagedorn, Region 4
Cliff Laux

Distributed
12-14-81 MCH

9414

November 23, 1981

ACC

Wasco County
5th & Washington Street
The Dalles, Oregon 97058

Attn: Rex Kniesteadt
Roadmaster

Dear Rex:

On November 19, 1981 we received a satisfactory bid from Ross Bros. Construction, Inc., 3501 Brooklake Road N., Salem, Oregon 97303 for the Fifteenmile Creek (Fax) Bridge Section. We anticipate the construction cost to be:

Contractor's Bid	$212,015.00
Anticipated Additional Item:	
Roadside Seeding & Mulching	500.00
	$212,515.00
4 1/2% Contingencies	9,563.18
9% Engineering	19,126.35
ESTIMATED TOTAL COST CONSTRUCTION	$241,204.53

County's Advance Deposit:
20% of $241,204.53 = $48,240.91 or say $48,240.00 check rec'd 12-3-81

We will award the contract when we receive your advance deposit, which should arrive no later than December 11, 1981.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

For D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 992: John Hagedorn, Region 4 Federal Aid Engineer
Vern Skoog - Please return completed AD # 992 when advance deposit is received.

MBE OK 11-24-81

9414

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

F I L E S

November 6, 1981

H. S. Coulter
State Highway Division

Footpaths and Bicycle Trails
November 19, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened November 19, 1981 on the following projects:

1. Whitney Sand Storage Shed
   Whitney Highway, Baker County
   Building

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Columbia River Highway @ Gable Road and St. Helens Commercial Center
   Columbia River Highway, Columbia County
   Traffic Signals

   Same as No. 1.

3. Columbia River Highway @ West Rainier Dike Road
   Columbia River Highway, Columbia County
   Traffic Signals

   Same as No. 1.

4. East 1st Street @ East Revere Street (Bend)
   City Streets, Deschutes County
   Traffic Signals

   Same as No. 1.

5. Pacific Highway West @ S.W. 78th Avenue (Tigard)
   Pacific Highway West, Washington County
   Traffic Signals

   Same as No. 1.

6. Westport Ferry Slip
County Road, Clatsop County
Structure

Same as No. 1.

7. S.P.R.R. Xing-Lebanon Ditch
Santiam Highway, Linn County
Grading and Paving
Primarily Overlay

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

8. City of Salem Pavement Marking
Various City Streets, Marion County
Pavement Markings

Same as No. 1.

9. Columbia River-S.E. Powell Blvd.
East Portland Freeway, Multnomah County
Building Removal

Same as No. 1.

10. Fifteenmile Creek Bridge
County Road, Wasco County
Structure

30-foot roadway on approaches and 29-foot-6-inch roadway on structure

Same as No. 7.

11. S.W. Cornell Road-S.W. Murray Blvd.
Jenkins Road and 158th Avenue, Washington County
Grading, Paving and Structure

Bike lanes and sidewalks will be constructed on this project

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9414

10-21-8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-3300(2)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator

4. PROGRAM NO.:

5. ITEM NO.: 10105

2A. COUNTY NAME: Wasco

6. TO

Mr. H. S. Coulter, State Highway Engineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10-28-81

8. FEDERAL ROUTE NUMBER: Non-Federal-aid

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

FIFTEENMILE CREEK BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 9-14-81 that provisions of FHPM 7-5-1 have been complied with, and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
NOV 13 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sec | Act | File

cy 11-13

14. DATE: 10-28-81

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Harrell

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9114/ 10-23-81

Section Fifteenmile Cr. Bridge No. 15711A Programming Estimate $ 279,000.00

Highway Wasco Co. (Fair) Rd. No. 117 Project Length 0.15 mi.

County WASCO Completion Time a) All work except n. abut. removal in 200 cl
b) All work in 365 CD

Kind of Work Grad, Base, Structure Est. Comp. Date a) July 8, '82
b) Dec. 22, '82

Prefix 233-1940 Letting Date Nov. 19, '81 Project No. BROS-3300(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 245,448.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching	500	
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
		$ 500.00

Adjust Utilities:

_____		
_____		
_____		
_____		
_____		

Subtotal	$	245,948.00
Contingencies (4-1/2%)		11,067.66
Engineering (8, (9), 10%)		22,135.32
~~Subtotal~~	$	
Credit for _____		
Estimated Net Authorization, Construction	$	279,150.98

APPROVED

CC: John Hagedorn
10-23-81

_____
Road Design Engineer

Rev. 3/81

~~SUMMARY--BID SCHEDULE--~~ COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section	County	Sheet of
Fifteenmile Cr. Bridge No. 15711A	WASCO	1 2

Kind of Work	Length	Date	Name
Grading, Paving and Structure	0.15 mi.	10-19-81	Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	(10%)	22,000-
2	Temporary Protection and					
	Direction of Traffic		All	All	-	500-
3	Temporary Signs		Sq. Ft.	113	6-	678-
4	Flagmen		Hours	50	23 50	1,175-
	ROADWORK					
5	Clearing and Grubbing		All	All	-	2,000-
6	Embankment in Place		Cu.Yd.	5,000	3 50	17,500-
7	Toe Trench Excavation		Cu.Yd.	~~560~~ 730	10-	7,300-
8	1"-0 Aggregate Base		Ton	1,850	10-	18,500-
9	Class "C" Asphalt Concrete		Ton	80	40-	3,200-
10	18-inch Culvert Pipe		Lin. Ft.	100	25-	2,500-
11	Guard Rail, Type 2A		Lin. Ft.	~~50~~ 75	20-	1,500-
12	Guard Rail, Type 3		Lin. Ft.	100	26-	2,600-
13	Guard Rail Anchors, Type 1		Each	4	300-	1,200-
14	Rail End Pieces, Type C		Each	4	100-	400-
15	Loose Riprap, Class 400		Cu. Yd.	360	17-	6,120-
16	Loose Riprap, Class 700		Cu.Yd.	480	20-	9,600-

~~SUMMARY BID SCHEDULE COST ESTIMATE~~

OREGON STATE — HIGHWAY DIVISION

Section	County	Sheet of
Fifteenmile Cr. Bridge No. 1571IA	WASCO	2 2

Kind of Work	Length	Date	Name
Grading, Paving and Structure	0.15 mi.	10-19-81	Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
17	Removal of Existing Bridge		All	All	-	10,000-
18	Shoring, ~~and~~ Cribbing, Etc.		All	All	-	3,500-
19	Structure Excavation		Cu. Yd.	320	20-	6,400-
20	Structural Concrete, Class 3300 (96 C.Y. @ $250)		All	All	-	24,000-
21	120'/125' Prestressed Bulb-Tee					
	Beams		Each	5	17,000-	85,000-
22	Reinforcement (15,500 lbs @ 0.55)		All	All	-	8,525-
23	Metal Rail with Tubing		Lin. Ft.	250	45-	11,250-
				struct.	sub t.	148,675-

9414

Date 10-15-81 PROJECT MANAGEMENT OFFICE MEMO

Subject Fifteenmile Cr. (Fork) Bridge Sect. File No.

Received (call) (visit) from John Hagedorn

Address Region 4

Made (call) (visit) to Phone

Reason for contact and general discussion: RE: R/W on Project is clear, has been taken care of, acquired, by the County. Go with job to letting. County does not want Fed. reimbursement for R/W. It's too much trouble.

Signature Ken Hasby

File ( ) (X) ( ) ( ) (X) ( ) ( ) ( )
Circulate: PMF LGE OPE EAE CCE OM Other

9414

Wasco Co

ROAD DESIGN SECTION

DES 16

Roger Lang
Federal-Aid Engineer

September 28, 1981

Lyle K. Watson
Lyle K. Watson
Acting Final Design Engineer

Construction Plan Review
Fifteenmile Creek
(FAX) Bridge
Wasco County

Shown in red on the attached plans are the following revisions:

Temporary Protection and Direction of Traffic is required to be shown in the plans or covered in the Special Provisions. Also, quantities for pay items involved are required to be shown, flagger hours, signs, etc.

The signature block is required to be stamped and signed prior to final plans.

Our Surfacing Design Group reviewed the requirements for base designs and revised the "Asphalt" base design typical section's 1 1/2"-0 aggregate base from 6-inch to 8-inch thickness and the "Gravel" base design typical section's 1 1/2"-0 aggregate base from 8-inch to 10-inch thickness.

Please review class of loose riprap; the plans and estimate do not agree.

The requirement for guardrail at bridge ends is 25 feet of Type 3, a minimum of 25 feet of Type 2A, with Type "C" end piece and a Type I anchor. The lengths of rail may be shortened because of approaches.

When installing pipe, alternate materials should be shown unless restricted by design criteria. Please refer to the guide for "Consultants and Local Governments Preparing Federally-Funded Contract Road Plans".

LKW:ja

Attachments

1 Versteeg
Anderson
2 Christensen LKW
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 29 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

9414

9-25-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

		1. FEDERAL-AID PROJECT NO. BROS-3300(2)
		2. STATE PROJECT NO. See below
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Wasco
	5. ITEM NO. 10105	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/25/81	Non Federal aid	County Road

10. GENERAL LOCATION:

Fifteenmile Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 9/24/81 I approve the revised Construction Costs to a TEC of $280,000 Federal Funds $224,000.

(Increase TEC $102,320 Federal Funds $81,856)

(80% Funds)

RECEIVED
STATE HWY ENGR
OCT 6'81
REFER TO Mischung
FOR
Info | Invest. | R/D | Dsn | Spec | Act | File

OWC 10-6-81

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/25/81	D. K. Swanson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9414

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Fifteenmile Creek (Fax) Bridge
Highway: County Road #114
County: Wasco
Prefix: 233-1940
Res. Engr. J. Hagedorn

Date September 24, 1981
Ten Year Traffic Coefficient 5.3
18 kip s.a. per day 3
R Value 16
Frost Penetration 20"±
CBE Total Requirement 16.0"

STRUCTURAL SECTION
NEW WORK

	ACTUAL THICKNESS	COMPONENT	CREDIT
A.C. Surface	4.0"	A.C.	8.0"
	8.0"	Aggregate Base	8.0"
	12.0"		16.0"
Gravel Surface	2.0"	Aggregate Level	2.0"
	10.0"	Aggregate Base	10.0"
	12.0"		12.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
D.E. Swan

94144

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

September 24, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 10105
Project No. BROS-3300(2)
Fifteenmile Creek Bridge Section
Wasco County

I request approval of a program change and authorization for an increase in the cost of construction of the subject project requiring modifications in the "Estimated Project Cost by Phases" as follows:

	TEC	FF	%
Orig.	$177,680.00	$142,144.00	80
Add'l	102,320.00	81,856.00	--
Rev.	$280,000.00	$224,000.00	80

Approval of this request will involve an increase of $102,320 in total estimated cost and additional Federal funds of $81,856 in accordance with Oregon's approved Certification Acceptance Plan.

These costs are expected to be funded from the unobligated FY '81 80% limitation.

JLG:bkc

cc: H. Reynoldson
Lou Olson
General Files

Form 734-3122

9414

ORIGON STATE HIGHWAY [illegible]ISION
120 DOT Building
Salem, Oregon 97310

High[illegible] # 2033

9-7-81

Attention: Right-of-way Section

Subject: Federal Aid Project No BRO5-3300(2) Prefix 233-1940

Project Name Fifteen Mile Cr.(FAX) Bridge #15711
County Rd #114 HBR(05)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

F.

Signed at The Dalles, Oregon, this 9th day of Sept., 1981

County of [illegible]

[illegible]
County Judge/Chairman

Certified By:
Harold F. Brauer
Regional Right-of-Way Supervisor
Date Sept. 11, 1981

Lin Cronin
Commissioner

Virgil Elliott
Commissioner

Instructions: Complete A or B and C.
R/W File No.

KEH

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, OR 97701
July 17, 1981

FILE:

FROM: Harold G. Brainerd
Region Right of Way Supervisor

SUBJECT: Fifteen Mile Creek Bridge Section
Fox Road #114
Wasco County

TO: John Hagedorn
Region Federal Aid Engineer

FAP #BROS-3300(2)

O F F I C E

The construction finance agreement prepared on this project anticipated that there would be no right of way acquisition necessary. The location survey has indicated that one small parcel of land is needed, upon which Wasco County has had an appraisal prepared by a member of the Wasco County Assessor's Office. I have reviewed this appraisal for the County, and it appears acceptable.

The County wishes to program right of way acquisition for this project, if it will not take an undue amount of time. The programming estimate is $2,650.00, and involves the acquisition of a 0.35-acre parcel of land, plus re-establishment of fences, gates, etc. There is no relocation involved in the project.

If more information is needed, please advise.

HGB:eh

cc J. B. Boyd

9414

STATE OF OREGON

INTEROFFICE MEMO

DATE: June 10, 1981

DES 23
15711

TO: J. R. Hagedorn
Region IV Federal Aid Engineer

FROM: Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT: Consultant's Hydraulic Report
Fifteenmile Creek Bridge
County Road No. 114 (Fax)
Wasco County
BR 15711

The hydraulic report portion of the report submitted by OBEC, Consulting Engineers for Wasco County, on the Fifteenmile Creek Bridge has been reviewed by FHWA. They feel the report is inadequate as written. The hydraulic report must address major floods in the area and their effects, back water caused by these floods and if back water is a problem, a risk analysis must be included in the report.

In the opening paragraph, the report states the drainage area is approximately 171 square miles. The second paragraph states the closest gage is one-half mile upstream and has a drainage area of 171 square miles. This may be true, but should be explained. The second paragraph also indicates the record flood since 1969 was 3,160 cfs at a gage height of 6.6 feet, but in 1974 the gage was washed out at an estimated height of 9.4 feet. This information contradicts itself.

If the proposed roadway profile is higher at the ends of the structure, and "will not appreciably affect the adjoining flood plain", this should be explained. Also, the reason for selecting the 50-year flood as a basis of the design should be explained. A more thorough statistical analysis should be made.

For the consultants edification, I am enclosing a typical hydraulic report prepared by our Hydraulics Unit. It is for a structure in relatively close conditions to the project and will illustrate the information required. Also, the Federal Highway Program Manual 6-7-3-2 gives the criteria for the hydraulic report (copy enclosed).

On the last page of the total report are four pictures taken during flooding at the bridge site. Additional information would be useful as to when these pictures were taken.

The Hydraulics Unit has indicated that additional riprap is required at the north abutment to below the streambed and upstream at the south abutment to below the streambed. This additional riprap is necessary to prevent erosion during high stream flows.

Contains Recy

If the consultant requires additional information, I am sure they can contact our Hydraulics Unit for guidance and assistance.

JEC:jrb

cc: Herb Schell, FHWA
D. E. Swan
Dick Lenz

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐
REFERRED TO _____
FOR _____
FILE: PM FA LG.

9414

OBEC CONSULTING ENGINEERS

June 2, 1981

Mr. John Hagedorn
Region 4 Federal Aid Engineer
Oregon Department of Transportation
Highway Division
P. O. Box 5309
Bend, Oregon 97701

Re: Fax Bridge Replacement
Wasco County, Oregon

Dear Mr. Hagedorn:

This letter is in response to your request about considering a channel change for the Fax Bridge. Alternate design solutions for the proposed Fax Bridge replacement did not include the option of a channel change to Fifteenmile Creek for the following reasons:

1. The present location of Fifteenmile Creek at the site appears to be permanent; i.e., after the extensive flooding in December of 1964, the creek maintained its present location. It is reasonable to assume that the present channel is most efficient hydraulically and therefore should not be altered.

2. Relocation of Fifteenmile Creek would require extensive excavation and riprapping of a new channel and extensive filling of the old channel. Constraints to such work would be imposed by property rights of the adjacent land owner.

3. Relocation of Fifteenmile Creek would infringe or conflict with an existing farm building located approximately where the channel change would occur. The farm building, a substantial barn with concrete foundations, would have to be relocated. The expense incurred by the project of moving the barn in addition to the costs of earthwork appear to be quite formidable.

4. If Fifteenmile Creek were relocated, the skew of the creek to the existing roadway and right of way would increase. This increase would necessitate a longer bridge. An "S" curve could be introduced into the existing roadway to decrease the skew of the creek and the bridge, but again constraints to this proposal imposed by property considerations make such a realignment of the road seem impractical.

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

5. The Fax Bridge site is difficult in a hydraulic sense. In reviewing the possibility of a channel change, we believe that such a change would not significantly improve hydraulics at the site.

6. Other considerations such as State Land Board and Fish and Wildlife approvals may be a problem.

We hope that we have adequately addressed your concerns and will be available at any time to discuss this matter.

Very truly yours,

Gary E. Rayor

Gary E. Rayor, P.E.
Project Engineer

GER:ps
cc: Walt Hart
Rex Kniesteadt

74/14

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 24, 1981

In Reply Refer to
File No.: AGR

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. BROS-3300(2)
LGA Consultant Agreement
Fax Bridge, County Road No. 114
Wasco County & OBEC

Recommended for approval subject to comments noted.
☒ Area Engineer DRR
☐ Bridge Engineer .....
☐ Right of Way .....
☒ Project Dragert
☐ Planning .....
for 7/28/81 .....
Date District Engineer
Return To Tupa

4/28/81
can not approve until award
H

Attached for your consideration are two copies of a Consultant Agreement for construction engineering services to be furnished to Wasco County by OBEC Consulting Engineers for subject project.

The Highway Division External Audit Unit has conducted a pre-award audit evaluation and recommended OSHD concurrence.

We request approval of the Consultant Agreement, authorization to proceed with work by the Consultant and the return of one approved copy of the agreement for our project file.

PROJECT MANAGEMENT BRANCH
CHE ☐ STE ☐
RE ☐ PRE ☐
RECEIVED
FHWA
PM FA LG.

MCH:pf
Attachment

cc: John Hagedorn, Region 4
Cliff Laux

NP
1. Project has to be advertised
2. Unbalanced for CE
3. Limit of $23,000 Cannot be over 15%
CE limit of project per revision
Equal

Form 734-3122

94114

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT - 8-2878

INTEROFFICE MEMO

FILE AGR

TO: D. E. Swan, Oper. Program. Engr.
PROJECT MANAGEMENT

DATE: April 22, 1981

FROM: Vernon E. Skoog
Controller

SUBJECT: Pre-award Evaluation
OBEC/Wasco County
Fax Bridge, C/E
FAP#BROS-3300(2)

As requested by your memo dated April 15, 1981, and as required by State and federal procurement procedures, we have reviewed the financial and compliance provisions of the referenced agreement.

With the insertion on Page 10 of the budget reference, we recommend approval as submitted.

DWJ:njc

cc: John Hagedorn, Region IV, FAE

9414

February 19, 1981

ACC

Wasco County
5th & Washington Street
The Dalles, Oregon 97058

Attn: Rex Kniesteadt
Roadmaster

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Fifteenmile Creek (Fax) Bridge Section.

Financial sharing of the preliminary engineering is:

Total P.E. Est.	$22,320.00
Federal Funds (80%)	17,856.00
BALANCE	$ 4,464.00
Local Share: (20%)	$ 4,464.00
P.E. Advance Deposit (rounded)	$ 4,469.00

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 864: John Hagedorn, Region 4 Federal Aid Engineer
Vern Skoog - Please return completed AD # 864 when advance deposit is received.

9414

February 17, 1981

Wasco County Court
Courthouse
The Dalles, OR 97058

AGR 4

Attention: Sue Proffitt
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7455

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the replacement of the Fifteen Mile Creek (Fax Road) Bridge on County Road No. 114.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FCM:bak

Attachment

bc: Don Harwell (agree. att.)

9414

U. S. DEPARTMENT OF TRANSPO[illegible]TION
FEDERAL HIGHWAY ADMINIS[illegible]ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-3300(2)

2. STATE PROJECT NO.: See below

3. FROM: E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10105

2A. COUNTY NAME: Wasco

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2/12/81

8. FEDERAL ROUTE NUMBER: Non Federal aid

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Fifteen Mile Creek Bridge Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering and Construct one bridge

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [XX] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* See below

13. REMARKS

** As requested in Mr. Swan's letter of 2/3/81 you are authorized to proceed with all phases of preliminary engineering at a TEC of $22,320 Federal Funds $17,856.

Also, as requested , I approve the Consultant Engineering Agreement with Oregon Bridge Engineering and you are authorized to proceed with the work covered by the agreement at a lump sum amount of $14,120. An approved copy of agreement is returned herewith.

Also, as requested in Mr. Swan's letter of 2/3/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $177,680 Federal Funds $142,144 in accordance with the approved Certification Acceptance Plan.
If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/12/81	G. K. Swan	for Acting Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9414

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

PRO 6-2

February 3, 1981

TO: Ernie Valach
Acting Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10105
Project No. BROS-3300(2)
Fifteenmile Creek Bridge Section
Wasco County

Enclosed is project data consistin of PR-1 forms, sketch maps, Authority for Survey and Consultant Engineering Agreement for the subject project.

I hereby request the following:

1) Concurrence that the project falls under the Statewide Categorical Exclusion approved by FHWA on 2-25-80.
2) Approval of the enclosed Consultant Engineering Agreement between Oregon Bridge Engineering Company and Wasco County for performance of preliminary engineering work.
3) Authorization to proceed with preliminary engineering all phases at an estimated total cost of $22,320 with an obligation of $17,856 in Federal funds.
4) Authorization for construction at an estimated total cost of $177,680 with Federal funds of $142,144.

CL:bkc
Enc.

cc: Ken Husby

county share $4,464

Form 734 3122

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

February 3, 1981

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 — REPORT NUMBER (19)(20) — PROJECT LOCATION *(45 typewriter spaces)*: Co. Rd., Approx. 4.5 mi. N.E. of Dufur (21–65)

ADT — PRESENT: 35 — FUTURE: --- (66) — YEAR: --- (70)(71)(72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*: P.E., One Bridge (28–62) — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER(S): BROS (14–23) — NUMBER: - 3300 (7)

CARD 4 — CLASS OF FEDERAL FUNDS: Bridge Replacement Off-System

COUNTY NAME: Wasco

NAME OF URBAN AREA (17-31): -----

ROUTE NO. N — FEDERAL-AID: Non (32) — STATE: Co. Rd. (36)(37) — U.S.: --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1	(14-18)	(16	41	42	43 46	53						
5					PE		"Fifteenmile Creek Bridge Section"	0.02	22,320	17,856	----	4,464 (C
5					ROW							
5					CONST (CODE) X080			0.02	177,680	142,144	----	35,536 (C
								0.02	200,000	160,000	----	40,000 (C

(16) (23)(24) (33)

CARD 1 — CODE 1 — PREPARED BY: C.L. — PROJECT TOTALS

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

REMARKS

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 196

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

February 3, 1981

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
., Approx. 4.5 mi. N.E. of Dufur	ADT	35	---	---	10	Oregon	41	117	10105

K (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ge								BROS -	3300	(2)		

Bridge Replacement Off-System

COUNTY NAME: Wasco — CODE: 065

ROUTE NO. N — FEDERAL-AID: Non — STATE: Co. Rd. — U.S.: ---

PROGRAM STAGE: [ ] 1 OR [ ] 2

K YPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.02	22,320	17,856	----	4,464 (Co.)	
W								
ST		"Fifteenmile Creek Bridge Section"	0.02	177,680	142,144	----	35,536 (Co.)	ROW-60' normal; Access Control-none; Parking Restrictions none.
C.L.		PROJECT TOTALS	0.02	200,000	160,000	----	40,000 (Co.)	

L DATES — REMARKS

-over-

enmile Creek Bridge Section
Project No. BROS-3300(2)

Existing Facility: 80-foot pony truss bridge with 15-foot roadway.

Adjacent Sections: 24-foot roadway.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases.
2) Remove existing structure and construct reinforced concrete bridge 80 feet in length with horizontal clearance of 30 feet. Construct approaches and incidental work common to this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Additional Right of Way: None required.

FHPM 4-1-4 Requirements: Exempt from A-95 review.

FHPM 7-7-1 Requirements: Statewide Categorical Exclusion approved by FHWA 2-25-80.

FHPM 7-7-5 Requirements:

a) Public Hearings ----- Not required under Oregon Action Plan
b) Location/Design ----- Not a factor in the development of this project.

Note: This project is in Congressional District No. 2.

7414 C

Wasco

LOCATION PROSPECTUS

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

11-6-80

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Fifteenmile Creek Bridge No. 15711

HIGHWAY NAME: Wasco County Road No. 114

HIGHWAY NUMBER:

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
4	9	Wasco	--

LENGTH	MILEPOST NUMBER			
32 ft.	6.59	TO	[X] RURAL	[ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: Wasco County

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER HBR Off-System

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [ ] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Replace a one-way pony truss bridge having major deficiencies with a concrete structure sufficient to carry legal loads, provide two lanes for increased traffic safety, and enough width for passing farm equipment that is generally used in the area.

The County requests that the structure be of one span. They will construct the approaches and will close the road during construction.

1 ✓
2 Dan
3 Bill
Sullivan
Tom
7 Ole

RECEIVED
NOV 13 1980
ROAD DESIGN SECTION

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
35 1979	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS		
	AASHTO	[X] LIGHT	[ ] MEDIUM	[ ] HEAVY

APPROVED
Frank E. Kemper
Location Engineer
Date 11-6-80

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12'	2 - 12' (30' roadway on Bridge)
SHOULDERS	None	2 - 3'
MEDIANS	"	NONE
PARKING LANES	"	"
SIDEWALKS	"	"
BIKEWAYS	"	"
INTERCHANGES	"	"
OTHER:	"	"

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream Fifteenmile Cr.	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment		X	
Statewide Assessment	X		
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing _____		X	
Borrow Source		X	
Material Source		X	
Utilities		X	

Type _____

	YES	NO	MAYBE
Hydraulics Study	X		
Soils Investigation		X	
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available		X	
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review		X	

4 - WORK ITEMS

	TO BE PERFORMED BY: APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING			X
RIGHT-OF-WAY None			
CONSTRUCTION ENGINEERING			X

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(1)	
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING .....10%.....	$19,600.	22,700
RIGHT OF WAY		
TRAFFIC CONTROL .Included.in.structures.....		
ILLUMINATION		
STRUCTURES .....30 x 80.....	192,000.	134.000
RAILROAD		
ROADWAY		
OTHER _____		
ENGINEERING & CONTINGENCIES .....20%.....	38,400.	Incl. Above
PROJECT TOTAL	$ 250,000.	$ 156.700

SUBMITTED BY _____
Region Federal Aid Engineer, 6/30/80

FERC NO. 2711
WASCO CO. NO. 114

9414

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701

TO: D. E. Swan
Project Management

DATE: October 23, 1980

FROM: J. R. Hagedorn
J. R. Hagedorn pw
Region Federal Aid Engineer

SUBJECT:
HBR Project
Fifteenmile Creek Bridge # 15711
Wasco County Road # 114

The project request, dated 6/27/79 and submitted to Salem 7/2/80, indicated that the County wanted the State to do the P.E. and Construction Engineering.

The County now wants a consultant to do the work, as evidenced by the attached letter. This letter, together with selection questionaires and responses from the three engineering firms was submitted to the Local Government Section 9/11/80 and verbal approval was given by Mainor Holmes the same date.

JRH:pw
Enclosure

c.c. Mainor Holmes
Walt Hart
Frank Terpin
Cliff Lau x
Ben Gifford

Contains Recycled Materials
81-125-1387

SP*75683-125

Wasco County

5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

September 5, 1980

ROE	RE	RCE	FLA	FAE
RTE	RECEIVED			GEO
RUE	SEP 8 1980			RDE
RSO	REGION 4			RBE

ASSIGNED_____

Department of Transportation
Highway Division
P.O. Box 1249
Bend, Oregon 97701

ATTENTION: John Hagedorn
Regional Federal Aid Engineer

Dear John:

Wasco County has solicited statements of qualifications for performing consultant services involving preliminary and construction engineering for the County's proposed Fax Bridge SBR project.

Five engineering firms, selected from the Consulting Engineers Council of Oregon, 1980-1981 membership list were solicited for expressions of interest in providing the above referred to engineering services.

Three firms submitted expression of interest and listig of qualifications.

It is the opinion of Wasco County that the firm of OBEC is the most qualified to perform this service.

Please review the County's selection procedure and upon your approval we will forward to OBEC Engineering a formal consultant agreement for a local government project for their preparation and submission.

Sincerely,

Rex Kniesteadt
Roadmaster

enc: Copy of letters to Firms
Proposals received

RK:jh

9/11/80

94114

STATE OF OREGON

INTER-OFFICE MEMO

BEND, OR 97701

TO: D. E. Swan
Project Management

DATE: July 2, 1980

FROM: J. R. Hagedorn
Region Federal Aid Engineer

SUBJECT: HBR Project
Fifteenmile Creek Bridge No. 15711
Wasco County Road No. 114

Enclosed is Project Request, Draft Location Prospectus, and Authority for Survey for subject project.

This project appears on the priority list transmitted by Walt Hart June 24, 1980.

The Statewide Assessment should cover this project.

The County requests that the structure be a one span. They will construct the approaches and will close the road during construction.

The total P.E. is estimated at $19,600., approximately 10% of the estimated contract amount of $192,000.

Region costs are estimated as follows:

Field Survey (901)	$9,000.
Foundation Exploration (926)	4,000.

JRH:pw
Enclosures

cc: Phil Lewellyn, Location

To Maj. Gen.
1-27-81

Contains Recycled Materials
81-125-1387

PROJECT MANAGEMENT BRANCH
SE 75683-125

9414

Form E-39 (Rev. 9-71)

(FCB000)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Fifteenmile Creek Bridge No. 15711

Highway: Wasco County Road No. 114

County: Wasco

Date: July 2, 1980

Authorization No.: 1

Survey Prefix: 233-1940 (Assigned by Salem office)

Description of termini, route, length, etc.:

At M.P. 6.59 on Wasco County Road No. 114

Proposed:

Replace a 16 ft. wide x 80 ft. long pony truss bridge with a concrete structure 30 ft. wide x 80 ft. long.

Purpose of survey:

Prepare plans, specifications, and estimate of cost for a Highway Bridge Replacement Project.

Consent of ... State to do engineering and administer the project.

BROS-3300(2)

2-12-81

		Estimate of Cost
Field Survey	(901)	1,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	14,120
Final Design	(905)	700
Bridge Design	(906)	800
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	100
Traffic	(911)	1,00
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	700
Engr. Graphics	(919)	
Office Engineer	(920)	50
Specifications	(921)	1,500 1,200
Environmental	(923)	
Foundation Exploration	(926)	3,000
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Adm. Serv. (Eng.)	(922)	50

Approved by OIC 1-27-81

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED FEB 24 1981 LOCATION SECTION

Total estimated cost of survey	$ 22,320
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: J. W. Haydon — Field Engineer

Recommended for Approval: — Regional Engineer

Recommended for Approval: Frank E. Tooper — Location Engineer

Approved: E. Johnston — Assistant State Highway Engineer

SP*23604-734

94114

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: June 30, 1980

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Fifteenmile Creek Bridge No. 15711

HIGHWAY NAME: Wasco County Road No. 114

HIGHWAY NUMBER:

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
4	9	Wasco	--

LENGTH	MILEPOST NUMBER		
32 ft.	6.59	TO	[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: Wasco County

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER HBR Off-System

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [ ] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Replace a one-way pony truss bridge having major deficiencies with a concrete structure sufficient to carry legal loads, provide two lanes for increased traffic safety, and enough width for passing farm equipment that is generally used in the area.

The County requests that the structure be of one span. They will construct the approaches and will close the road during construction.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
35 1979	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
	AASHTO	[X] LIGHT [ ] MEDIUM [ ] HEAVY

3 · FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12'	2 - 12' (30' roadway on Bridge)
SHOULDERS	None	2 - 3'
MEDIANS	"	NONE
PARKING LANES	"	"
SIDEWALKS	"	"
BIKEWAYS	"	"
INTERCHANGES	"	"
OTHER:	"	"

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream Fifteenmile Cr.	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment		X	
Statewide Assessment	X		
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing _____		X	
Borrow Source		X	
Material Source		X	
Utilities		X	

Type _____

	YES	NO	MAYBE
Hydraulics Study	X		
Soils Investigation		X	
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available		X	
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review		X	

4 - WORK ITEMS

		TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING			X	
RIGHT-OF-WAY	None			
CONSTRUCTION ENGINEERING			X	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		
DRAFT ENVIRONMENTAL IMPACT STATEMENT		
CORRIDOR APPROVAL		
FIELD SURVEY	1	
PRELIMINARY DESIGN		
DESIGN APPROVAL/FINAL EIS		
RIGHT-OF-WAY DESCRIPTIONS		
RIGHT-OF-WAY ACQUISITION		
P.S. & E. DOCUMENTS		

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING .....10%.....	$19,600.	
RIGHT OF WAY		
TRAFFIC CONTROL .Included.in.structures.....		
ILLUMINATION		
STRUCTURES	192,000.	
RAILROAD		
ROADWAY		
OTHER _____		
ENGINEERING & CONTINGENCIES .....20%.....	38,400.	
PROJECT TOTAL	$ 250,000.	

SUBMITTED BY _____
Region Federal Aid Engineer, 6/30/80

9414

SPECIAL BRIDGE REPLACEMENT PROJECT REQUEST

Date June 27, 1979

Applicant Agency Wasco County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project Special Bridge Replacement

Federal Aid Route No. ____ Route Name Fax Road #114

Project Name Fax Bridge

Project Length NA Project Location (Attach sketch map)

Project Description Replace structuraly deficient one way bridge with reinforced concrete structure approximately 30 fcet wide and 80 feet in length

Average Daily Traffic 35 Design Speed ____

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 24 Travel Lanes 2 Shoulders 0

Medians ____ Parking ____

Sidewalks ____

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

2. Proposed Signalization:

Location _____

Type _____
Phases _____
Type of Suspension _____
Interconnected _____
Remarks _____

3. Permanent Signing:

Include in project or by applicant? _____

4. Permanent Striping:

Include in project or by applicant? _____

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location _____
Type _____

Remarks _____

V. STRUCTURE DATA

1. Existing Structure: B. # 15711

Location M.P. 6,59 County Road No. 114, S.E. 1/4 Section 3, Township 1 South., Range 14 East W.M.
Type Pony Truss
Approach Roadway Width 24 Shoulder Width -
Length 80 feet Width Roadway 15' Deck 16'
To remain in place? No

2. Proposed Structure:

Location Same location see above description

Approximate Size: Length 80 feet Width 30 feet

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No _____

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Rex Kniesteadt, Roadmaster / Office
2. Environmental — Rex Kniesteadt, Roadmaster / Office
3. Public Hearing — Rex Kniesteadt, Roadmaster / Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X . Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No X
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$_____
Right-of-way costs (if participating)	_____
Traffic control	_____
Illumination	_____
Structures ~~including P.E.~~	~~160,000~~ 192,000
Railroad	_____
Other Const. engrg. & contingencies	38,400
Preliminary engineering	19,600
PROJECT TOTAL	$ ~~160,000~~ $250,000

Remarks_____

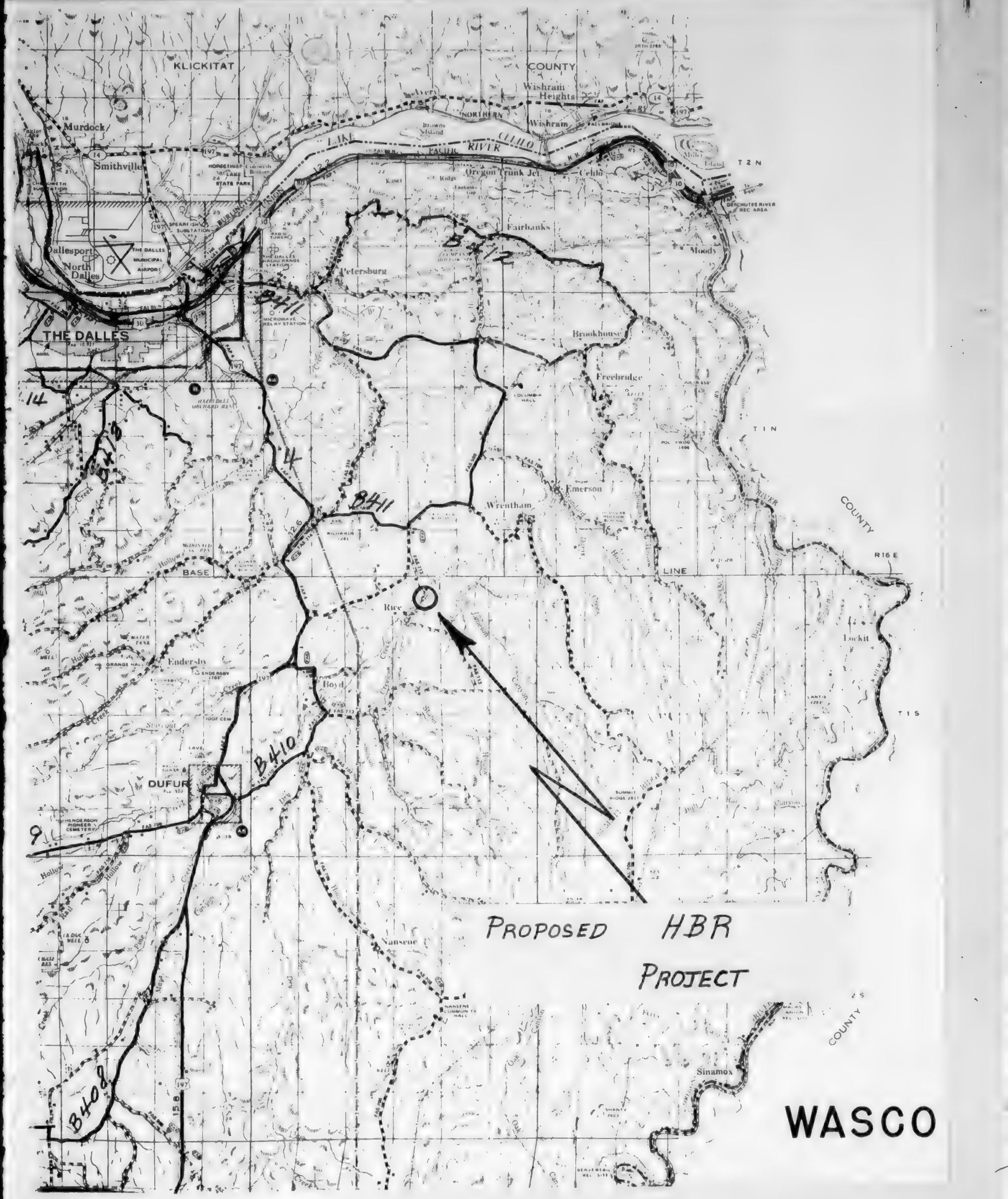
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Wasco COUNTY

By_____ By Rick Cantrell

By_____ By John Conroy

By Jim Gomes


KLICKITAT
COUNTY
Wishram Heights
Murdock
Wishram
NORTHERN PACIFIC RAILWAY
Columbia River
Smithville
Oregon Trunk Jct.
Celilo
T2N
Fairbanks
Moody
Dallesport
North Dalles
THE DALLES MUNICIPAL AIRPORT
Petersburg
THE DALLES
Brookhouse
Freebridge
T1N
Emerson
Wrentham
COUNTY
R16E
BASE LINE
Rice
Lockit
Endersby
Boyd
T1S
DUFUR
Nansene
Sinamox
WASCO
B411
B410
B408
PROPOSED HBR
PROTECT

7117

FORM 81 734 10-70

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

March 19, 1976

FROM: Stephen H. Macnab
Assistant Hydraulics Engineer

TO: FILE

SUBJECT: Addendum
Fifteenmile Creek Bridge
Boyd Market Road
Wasco County

Attached is a copy of a revised vicinity map for the subject bridge. This supersedes the one attached to the original hydraulics report dated March 10.

A revision was necessary to show the location of a dike along the right bank upstream from the bridge. Without this dike, flood waters would leave the channel in the area of Station 4+50 (channel stations) and flow across Boyd Market Road. Adverse effects on wildlife are not anticipated since the dike could be built on previously cleared land. It is also far enough from the creek to eliminate the need for any work in the stream. Rex Kniesteadt and Department of Fish and Wildlife personnel have reviewed this proposal on the ground and they have no objections.

Att.

SHM:mc

cc Frank E. Terpin
J. H. Versteeg
Walter J. Hart
Gary Potter
Carl Williams
Norm Oliva

Versteeg ✓
Olson
Christensen
Scott
Swenson
Anderson
Trout

RECEIVED
MAR 19 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO

Beard Reed
Cole Sample
✓ Eriksen Watson
Heger Wolfe

Return Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

9414

FORM 81-714 1030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

March 10, 1976

SHM

FROM: Stephen H. Macnab
Assistant Hydraulics Engineer

SUBJECT: Fifteenmile Creek Bridge
Boyd Market Road
Wasco County

TO: FILE

The subject project is located 0.2 mile east of Dufur on Fifteenmile Creek and involves replacement of an existing 40-foot bridge and construction of a larger downstream channel. The present structure has vertical abutments and two large concrete piers (consuming over 13 percent of the bridge waterway) placed normal to centerline and skewed approximately 25^{0} to the stream flow. The hydraulic capacity of this waterway is less than 2000 cfs. During highwater, the present structure constricts the flow, causing inundation of the easterly roadbed. Eldon Walker, transitman for OSHD, lived in a house 200 feet downstream from the bridge from 1964 to 1974. He indicated that flooding occurs almost annually.

At the subject crossing, Fifteenmile Creek has a drainage area of 91 square miles. A peak flow of 6140 cfs for the January 1974 flood was estimated from the data obtained during a hydraulic study of a bridge six miles upstream on FAS 709. Regional analysis of stream flow data indicates that the following peak flows could be expected for the frequencies shown:

10-year	4000 cfs
25-year	5400 cfs
50-year	7000 cfs
100-year	8250 cfs

Fifteenmile Creek at the bridge site has an average gradient of 1.2 percent resulting in flow velocities between 6 and 10 fps. The streambed consists of boulders generally less than 12 inches in diameter and solid rock outcroppings. Despite the high velocities, little erosion of the channel banks was evident after the 1974 flood.

In addition to replacement of the present bridge, the County wants to enlarge the downstream channel to accommodate a 25-year flood without inundation of the easterly roadway sag. An analysis of several alternate channel designs using a Corps of Engineers computer program for water surface profiles indicated that to reduce water elevations at

REFERRED TO

Beard ____ Reed
Cole ____ Sample
Eriksen ____ Watson
Heger ____ Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg ✓
Olson
Dox
Swanson
Anderson
Trout

RECEIVED
MAR 12 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up

the bridge to an acceptable level would require a wider channel for a distance of at least 300 feet downstream. At this point the channel is wider and backwater is not a problem. Attached is a copy of a vicinity map showing the proposed channel work and resulting water surface profiles for the 10-, 25-, 50-, and 100-year flood events. A 50-foot bridge as proposed by the field is wide enough to convey the design flood but it is suggested that a 60-foot bridge be used since it would better fit the larger downstream channel. The County has agreed to this change. Because of the deeper slab for a 60-foot span, the grade-line should be raised to provide sufficient clearance. It is suggested that the profile grade be set at about elevation 1273.0 on the westerly end and elevation 1272.0 on the easterly end.

In the hydraulic analysis, trapezoidal sections were assumed for the improved channel with the low point in each section being the lowest elevation in the present channel. Because of wildlife considerations it is desirable to start excavations for the enlarged channel 1½ feet above the low point, thus eliminating any work in the low water channel. In addition, excavation along the left bank will be in bedrock and vertical cuts will be possible. As a result of these two conditions, the shape of the channel which will be constructed will not resemble the trapezoidal channel analyzed. It is assumed for the purposes of this design that similar hydraulic characteristics can be achieved in the constructed channel by matching the required waterway area below the design water level; therefore, the limits of channel excavation were set wide enough to produce equivalent waterway areas.

Channel alignment was set so as to minimize excavation along the right bank which contains the most shade-producing vegetation and wildlife habitat. A house is also located adjacent to this bank and channel work near the building is not desirable.

Riprap will be required adjacent to all abutment wingwalls and along the new cut in the right bank immediately below the bridge. Riprap should not be needed along the left bank where bedrock is encountered.

Rex Kniesteadt, County Engineer, indicated that he would like a tide gate placed at the outlet end of a 15-inch cmp which is located in the dike at the southeast corner of the bridge. This pipe drains a low area behind the dike but also allows flood water from the creek to enter it. A flap gate would prevent this backflow.

SHM:mc
cc Frank Terpin
J. H. Versteeg ✓
Walter J. Hart
Gary Potter
Carl Williams
Norm Oliva

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1974)
Discharge - cfs	5,400	8,250	6,140
Discharge - m^3/s	152.9	233.6	173.9
Frequency - yrs.	25	100	35
H.W. Elevation Natural Channel ft.	1272.8*	1273.8*	1273.0*
H.W. Elevation Natural Channel m.	388.0	388.3	388.0
H.W. Elevation Channel Change ft.	1269.3**	1273.4**	
H.W. Elevation Channel Change m.	386.9	388.1	
Average Velocity fps	15.1	12.5	
Average Velocity mps	4.6	3.8	

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

* Water surface elevations for condition of existing downstream channel with 50-foot long bridge.

** Water surface elevations for condition of enlarged downstream channel with 50-foot long bridge.

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

FIFTEEN MILE CREEK (BOYD MARKET ROAD) BRIDGE SECTION
FAS-310
WASCO COUNTY

COMPILED BY:	DATE:
STEVE MACNAB	MARCH 1976

1982 SW Cornell Rd.-SW Murray Blvd. Sec. on FAU 9030 & 9055 (Grad, Pav, Str, & Sig.) 9415

C & A 5977 2-9-77, 6-20-78,
8-3-81

C & A 7543 7-16-81

9415

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 3-143
PROJECT REPORT NUMBER
MODIFICATION NUMBER 4

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3-18-88

Form Approved; O M B No. 04-R2089

State: OREGON

County: Washington

Project Number: IX-0000(41)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 9, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ ~~2,085,176.00~~	$ ~~2,083,231.00~~
Federal funds	$ ~~1,626,287.61~~	$ ~~1,624,634.10~~ (772)
Other revisions	146,110.39	146,110.39 (580)

This modification is made for the following reasons: To release 772 fund for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of March, 19 88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

BY Joseph A. Speight for
Manager, Program Section
(Title)

BY For: Donald E. Forbes, P.E.
State Highway Engineer
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 16, 1988

Federal-Aid Project No. IX-0000(41)

S.W. Cornell Rd.-S.W. Murray Blvd.
FAU 9030 & 9055 (Jenkins & 158th)
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Paving, 2 Lane Section (Sta. 18+64.69 to Sta. 79+90) Sta. 97+00 through Eq. Sta. Sta. 97+42.58 Bk = "J") 0+00 Ah. to Sta. "J" 45+00)

Subtotal the same as previous estimate of August 16, 1984	$ 1,387,836.54
Engineering	152,925.46
Total	$ 1,540,762.00

Tyep Code 6204
Paving, 3 Lane Section (Sta. 79+90 to Sta. 97+00)

Total the same as previous estimate of August 16, 1984	$ 289,306.00

Length of Project Roadway (2 Lanes)	2.020 mi.
Length of Project Roadway (3 Lanes)	0.324 mi.
Structure	0.008
Total	2.352 mi.

Cost of Roadway Per Mile (2 Lane)	$ 763,715.84
Cost of Roadway Per Mile (3 Lane)	892,919.75

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
Roadway (2 Lanes)	772	$ 1,376,488.00	$ 1,170,014.10	$ 123,884.00	$ 82,589.90
Roadway (2 Lanes)	580	164,274.00	139,632.39	14,784.00	9,857.61
Roadway (3 Lanes)	772	281,685.00	239,432.00	25,352.00	16,901.00
Roadway (3 Lanes)	580	7,621.00	6,478.00	686.00	457.00
Structure	772	103,651.00	88,103.00	9,328.00	6,220.00
Traffic Signals	772	149,512.00	127,085.00	13,456.00	8,971.00
Total		$ 2,083,231.00	$ 1,770,744.49	$ 187,490.00	$ 124,996.51

Group 1: 97%; Group 8: 3%
Contract No. 9415
Prefix: 334-1963 (P.E.)
Prefix: 334-1068 (Const.)
Prefix: 334-1065

RLC:jc

9415

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	State
MONTHLY TRANSACTION NUMBER 6-104 4115	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NUMBER		County Washington
MODIFICATION NUMBER X 3	6-17-86	Project Number IX-0000(41)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 9, 1982 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,085,176	$ 2,085,176 61
Federal funds	1,564,501 (772)	1,626,287.60 (772)
Other revisions	$ 207,897 (580)	$ 146,110.40 (580) 39

This modification is made for the following reasons: To increase Appn Code 772 and decrease Appn 580 to prevent lapsing to funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of July, 19 86.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

For: Larry Rulien
XXX _____

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 6, 1986

Federal-Aid Project No. IX-0000(41)

SW Cornell Rd.-SW Murray Blvd.
FAU 9030 & 9055 (Jenkins & 158th)
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Paving, 2 Lane Section (Sta. 18+64.69 to Sta. 79+90)(Sta. 97+00 through Eq. Sta. Sta. 97+42.58 Bk = "J") 0+00 Ah. to Sta. "J" 45+00)

Total the same as previous estimate of Aug. 16, 1984 $ 1,542,706.00

Total $ 1,542,706.00

Type Code 6204
Paving, 3 Lane Section (Sta. 79+90 to Sta. 97+00)

Total the same as previous estimate of Aug. 16, 1984 $ 289,306.00

Length of Project Roadway (2 Lane)	2.020 mi.	
Length of Project Roadway (3 Lane)	0.324 mi.	
Structure	0.008 mi.	
Total	2.352 mi.	
Cost of Roadway Per Mile (2 Lane)		$ 667,377.72
Cost of Roadway Per Mile (3 Lane)		783,154.32

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Roadway (2 Lanes)	772	$1,378,433.00	$ 1,171,667.60	$ 124,058.00	$ 82,707.40
Roadway (2 Lanes)	580	164,274.00	139,632.4039	14,784.00	9,857.60
Roadway (3 Lanes)	772	281,685.00	239,432.00	25,352.00	16,901.00
Roadway (3 Lanes)	580	7,621.00	6,478.00	686.00	457.00
Structure	772	103,651.00	88,103.00	9,328.00	6,220.00
Traffic Signals	772	149,512.00	127,085.00	13,456.00	8,971.00
Total		$2,085,176.00	$ 1,772,398.00	$ 187,664.00	$ 125,114.00

Group 1 97%; Group 8 3%
Contract No. 9415
Prefix: 334-1963 (PE)
Prefix: 334-1068 (Const.)
Prefix: 334-1065

RHZ:bkb

9415

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER: E-8-252	U.S. Department of Transportation Federal Highway Administration	State: OREGON
PROJECT REPORT NUMBER:	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: WASHINGTON
MODIFICATION NUMBER: 2		Project Number: IX-0000(41)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 9 ,19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,980,870.00	$ 2,085,175.00
Federal funds	1,564,500.00(772) $ 119,237.00(580)	1,564,501.00 (772) $ 207,897.00 (580)
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of August ,19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____
for Manager, Program Section
(Title)

XX By FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 16, 1984

FEDERAL AID PROJECT NO. IX-0000(41)

SW CORNELL RD.-SW MURRAY BLVD.
FAU 9030 & 9055 (JENKINS & 158TH)
WASHINTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6204
PAVING, 2 LANE SECTION (Sta. 18+64.69 to Sta. 79+90)(Sta. 97+00 through Eq. Sta. Sta, 97+42.58 Bk = "J") 0+00 Ah. to Sta. "J" 45+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 7.00	436	$ 3,052.00	896.8	$ 6,277.60
Flagmen	10.00	860	8,600.00	1,499.4	14,994.00
General Excavation	3.50	14,330	50,155.00	20,125.13	70,437.95
Asphalt in Chip Seal	200.00	60	12,000.00	88	17,600.00
18-inch Culvert Pipe	19.00	466	8,854.00	598	11,362.00
42-inch Culvert Pipe	50.00	24	1,200.00	224	11,200.00
Concrete Inlets, Type CG-1	380.00	6	2,280.00	8	3,040.00
Concrete Curbs, Type B-1 Modified	3.50	4,830	16,905.00	6,004	21,014.00
Roadside Seeding & Mulching	1,000.00	1	1,000.00	3	3,000.00
Furnishing and Placing Topsoil	8.00	420	3,360.00	589	4,712.00
PRICE AGREEMENTS					
Aggregate in Chip Seal (PA #4)	16.88	---	---	546	9,223.05
General Excavation (PA #6)	5.50	---	---	240.4	1,322.20
Cement Treated Base (PA #6)	10.00	---	---	881.43	8,814.30
Guard Rail, Type 2A (PA #10)	17.00	---	---	162.5	2,762.50
Mono-Directional Reflectors, Yellow (PA #11)	3.31	---	---	346	1,145.26
Mono-Directional Reflectors, Clear (PA #11)	3.31	---	---	296	979.76

Bi-Directional Reflectors, Yellow (PA #11)	3.52	---	---	1,096	3,857.92
FORCE WORK					
Remove Portion of Concrete Wingwall (FA #2)				All Required	567.35
Remove Unsuitable Material and Backfill (FA #3)				All Required	10,327.26
SUBTOTALS			$104,406.00		$201,090.04

Increase	$ 96,684.04
Subtotal of Previously revised estimate of February 14, 1983	1,291,152.50
SUBTOTAL	$1,387,836.54
Engineering	154,869.46
TOTAL	$1,542,706.00

TYPE CODE 6204
PAVING, 3 LANE SECTION (Sta. 79+90 to Sta. 97+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 7.00	71	$ 497.00	146	$ 1,022.00
Flagmen	10.00	140	1,400.00	244.1	2,441.00
General Excavation	3.50	570	1,995.00	800.51	2,801.79
Asphalt in Chip Seal	200.00	8	1,600.00	11.8	2,360.00
Concrete Inlets, Type CG-1	380.00	8	3,040.00	11	4,180.00
Concrete Curbs, Type B-1 Modified	3.50	300	1,050.00	373	1,305.50
PRICE AGREEMENTS					
Aggregate in Chip Seal (PA #4)	16.88	---	---	62	1,039.99
General Excavation (PA #6)	5.50	---	---	9.6	52.80
Cement Treated Base (PA #6)	10.00	---	---	102.51	1,025.10
Mono-Directional Reflectors, Yellow (PA #11)	3.31	---	---	56	185.36
Mono-Directional Reflectors, Clear (PA #11)	3.31	---	---	49	162.19

Bi-Directional Reflectors, Yellow (PA #11)	3.52	---	---	178	626.56
SUBTOTALS			$ 9,582.00		$ 17,202.29

Increase	$ 7,620.29
Subtotal of Previously revised estimate of February 14, 1983	249,952.00
SUBTOTAL	$ 257,572.29
Engineering	31,733.71
TOTAL	$ 289,306.00

Length of Project Roadway (2 Lane) ----------	2.020 mi.
Length of Project Roadway (3 Lane) ----------	0.324 mi.
Structure ----------	0.008 mi.
TOTAL	2.352 mi.

Cost of Roadway Per Mile (2 Lane)----------	$ 667,377.72
Cost of Roadway Per Mile (3 Lane)----------	783,154.32

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Roadway (2 Lanes)	772	$1,305,743.00	$1,109,881.00	$117,517.00	$ 78,345.00
Roadway (2 Lanes)	580	236,963.00	201,419.00	21,326.00	14,218.00
Roadway (3 Lanes)	772	281,685.00	239,432.00	25,352.00	16,901.00
Roadway (3 Lanes)	580	7,621.00	6,478.00	686.00	457.00
Structure	772	103,651.00	88,103.00	9,328.00	6,220.00
Traffic Signals	772	149,512.00	127,085.00	13,456.00	8,971.00
TOTAL		$2,085,175.00	$1,772,398.00	$187,665.00	$125,112.00

Group 1: 97%; Group 8: 3%
Contract No. 9415
Prefix: 334-1963 (PE)
Prefix: 334-1068 (Const.)
Prefix: 334-1065
WH:pf

9415

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 2-111 + 2-110		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Washington
MODIFICATION NUMBER 1	2-17-83	Project Number IX-0000(41)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 9, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,840,591	$ 1,980,870
Federal funds	$ 1,564,500 772	$ 1,564,500 772 119,237 580
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of February, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Acting Program Section Manager
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 14, 1983

Federal-Aid Project
No. IX-0000(41)

S.W. Cornell Rd.-S.W. Murray Blvd. Section
County Road in Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204
Paving, 2 Lane Section (Sta. 18+64.69 to Sta. 79+90)(Sta. 97+00 thru Equa. Sta. 97+42.58 Bk="J" 0+00 Ahd. to Sta. "J" 45+00)

Subtotal of previous estimate of December 15, 1981			$ 1,112,372.50
Previous Estimate			
Aggregate for Treated Base	15,960 Ton	6.00	$ 95,760.00
Class "B" Asphalt Conc. Mixture	10,446 Ton	17.50	182,805.00
Asphalt Cement in Mix	575 Ton	180.00	103,500.00
			$ 382,065.00
Revised Estimate			
Aggregate for Treated Base	24,860 Ton	6.00	$ 149,160.00
Class "B" Asphalt Conc. Mix	14,782 Ton	17.50	258,685.00
Asphalt Cement in Mix	850 Ton	180.00	153,000.00
			$ 560,845.00
		Increase	$ 178,780.00
		Subtotal	$ 1,291,152.50
		Engineering	154,869.50
		Total	$ 1,446,022.00

Type Code 6204
Paving, 3 Lane Section (Sta. 79+90 to Sta. 97+00)

Subtotal of previous estimate of December 15, 1981			$ 218,775.00
Previous Estimate			
Aggregate for Treated Base	3,240 Ton	6.00	$ 19,440.00
Class "B" Asphalt Conc. Mix	1,734 Ton	17.50	30,345.00
Asphalt Cement in Mix	100 Ton	180.00	18,000.00
			$ 67,785.00

Revised Estimate				
Aggregate for Treated Base	4,367	Ton	6.00	$ 26,322.00
Class "B" Asphalt Conc. Mix	2,608	Ton	17.50	45,640.00
Asphalt Cement in Mix	150	Ton	180.00	27,000.00
				$ 98,962.00
			Increase	$ 31,177.00
			Subtotal	249,952.00
			Engineering	31,733.00
				$ 281,685.00

Type Code X080
Structure (Bridge #16482)(Sta. 12+30 to Sta. 12+70)

Total the same as previous estimate of December 15, 1981 $ 103,651.00

Type Code Y031
Traffic Signals

Total the same as previous estimate of December 15, 1981 $ 149,512.00

Length of Roadway (2 Lane) ---------- 2.020 mi.
Length of Roadway (3 Lane) ---------- 2.352 mi.
Structure ---------- 0.008 mi.
2.352 mi.

Cost of Roadway Per Mile (2 Lane)----------$715,852.48
Cost of Roadway Per Mile (3 Lane)----------$869,398.14

SUMMARY OF FUNDS

Description	Appn	Total Cost	Federal Funds	State Funds	County Funds
Roadway (2 Lanes)	772	$ 1,305,743.00	$ 1,109,881.00	$ 117,517.00	$ 78,345.00
Roadway (2 Lanes)	580	140,279.00	119,237.00	12,625.00	8,417.00
Roadway (3 Lanes)	772	281,685.00	239,432.00	25,352.00	16,901.00
Structure	772	103,651.00	88,103.00	9,328.00	6,220.00
Traffic Signals	772	149,512.00	127,085.00	13,456.00	8,971.00
Total		$ 1,980,870.00	$ 1,683,738.00	$ 178,278.00	$ 118,654.00

Group 1 97% Group 8 3%
Contract No. 9415
Prefix: 334-1065

9415

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO.		Oregon
2-229	FEDERAL-AID PROJECT AGREEMENT	County
	2/9/82	Washington
		Project No.
		IX-0000(41)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.W. Cornell Rd.-S.W. Murray Blvd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-23-81	2.352
OTHER *(Specify)*		

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,840,591.00	$ 1,564,500.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Hwy. Engineer
(Title)

~~XXX~~ For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by
Division Administrator FEB 3 ...

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon December 15, 1981

Federal Aid Project
No. IX-0000(41)

S.W. Cornell Rd.-S.W. Murray Blvd. Section
County Road in Washington County

PROJECT AGREEMENT ESTIMATE

Type Code 6204
Paving, 2 Lane Section (Sta. 18+64.69 to Sta. 79+90)(Sta. 97+00 thru Eq. Sta. 97+42.58 Bk= "J" 0+00 Ah. to Sta. "J" 45+00)

Mobilization	(86 %)		All Required	$ 96,320.00
Temporary Protection and Direction of Traffic	(86 %)		All Required	4,300.00
Temporary Signs	436	Sq. Ft.	7.00	3,052.00
Temporary Barricades	9	Each	40.00	360.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	43	Lin. Ft.	10.00	430.00
Flagmen	860	Hour	10.00	8,600.00
Clearing and Grubbing	(86 %)		All Required	4,300.00
Removal of Structures and Obstructions	(86 %)		All Required	3,440.00
Ditch Excavation	36	Cu. Yd.	20.00	720.00
General Excavation	14,330	Cu. Yd.	3.50	50,155.00
Toe Trench Excavation	14	Cu. Yd.	100.00	1,400.00
Trench Excavation	1,750	Cu. Yd.	4.00	7,000.00
Finishing Roadbed and Slopes	(86 %)		All Required	8,600.00
Watering	77	M-Gal.	50.00	3,850.00
Cement Treated Base	54,600	Sq. Yd.	0.80	43,680.00
Cement for Treated Base	1,890	Ton	80.00	151,200.00
Aggregate for Treated Base	15,960	Ton	6.00	95,760.00
Asphalt in Chip Seal	60	Ton	200.00	12,000.00
Aggregate in Chip Seal	674	Ton	15.00	10,110.00
Aggregate Shoulders	4,595	Ton	6.00	27,570.00
Class "B" Asphalt Concrete Mixture	10,446	Ton	17.50	182,805.00
Asphalt Cement in Mixture	575	Ton	180.00	103,500.00
Asphalt in Tack Coat	10	Ton	300.00	3,000.00
12-inch Culvert Pipe	704	Lin. Ft.	13.00	9,152.00
18-inch Culvert Pipe	466	Lin. Ft.	19.00	8,854.00
24-inch Culvert Pipe	100	Lin. Ft.	34.00	3,400.00
30-inch Culvert Pipe	34	Lin. Ft.	25.00	850.00
42-inch Culvert Pipe	24	Lin. Ft.	50.00	1,200.00

48-inch Culvert Pipe	18 Lin. Ft.	60.00	1,080.00
12-inch Sewer Pipe	2,734 Lin. Ft.	14.50	39,643.00
21-inch Sewer Pipe	966 Lin. Ft.	25.00	24,150.00
Extra for Pipe Under Pavement	220 Lin. Ft.	10.00	2,200.00
Concrete Inlets, Type G-1	1 Each	300.00	300.00
Concrete Inlets, Type CG-1	6 Each	380.00	2,280.00
Concrete Inlets, Type CG-2	8 Each	425.00	3,400.00
Concrete Inlets, Type D	3 Each	375.00	1,125.00
Guard Rail, Type 2A	225 Lin. Ft.	15.00	3,375.00
Guard Rail, Type 3	100 Lin. Ft.	25.00	2,500.00
Guard Rail Anchors, Type 1	4 Lin. Ft.	400.00	1,600.00
Rail End Pieces, Type B	1 Each	50.00	50.00
Rail End Pieces, Type C	4 Each	80.00	320.00
Rail End Pieces, Terminal Connector	2 Each	100.00	200.00
Concrete Walks	2,131 Sq. Yd.	11.00	23,441.00
River Rock Patterned Concrete Surfacing	2,310 Sq. Yd.	17.00	39,270.00
Concrete Median Terminals	2,105 Lin. Ft.	4.50	9,472.50
Concrete Curbs, Type A with 4' Gutter	4,310 Lin. Ft.	7.00	30,170.00
Concrete Curbs, Type C	370 Lin. Ft.	5.00	1,850.00
Concrete Curbs, Type B-1 Modified	4,830 Lin. Ft.	3.50	16,905.00
Extra for Asphalt Approaches	29 Each	200.00	5,800.00
Loose Riprap, Class 50	64 Cu. Yd.	25.00	1,600.00
Delineators, Type 2	90 Each	20.00	1,800.00
Delineators, Type 3	30 Each	25.00	750.00
Delineators, Type 4	3 Each	15.00	45.00
Adjusting Manholes	5 Each	200.00	1,000.00
Removal of Existing Sign Installations	(85 %)	All Required	1,275.00
Wood Sign Posts	(85 %)	All Required	3,825.00
Sign Support Footings	(85 %)	All Required	1,275.00
Pipe Sign Posts	(85 %)	All Required	637.50
Type "C" and "D" Signs in Place	295 Sq. Ft.	11.25	3,318.75
Type "EE" Signs in Place	13 Sq. Ft.	16.25	211.25
Type "U" Signs in Place	142 Sq. Ft.	18.75	2,662.50
Move and Reinstall Existing Signs	(85 %)	All Required	2,125.00
Roadside Seeding and Mulching	1 Acre	1,000.00	1,000.00
Furnishing and Planting Trees	43 Each	120.00	5,160.00
Furnishing and Planting Groundcover	1,548 Each	0.50	774.00
Furnishing and Placing Topsoil	420 Cu. Yd.	8.00	3,360.00

Bark Mulch	5 Unit	125.00	625.00
Soil Conditioner	38 Cu. Yd.	10.00	380.00
			$1,086,563.50

Anticipated Items

Railroad Protective Costs		All Required	$ 9,950.00
Permanent Pavement Striping	(86 %)	All Required	3,870.00
Temporary Pavement Striping	(86 %)	All Required	989.00
Asphalt Cement Adjustment	(86 %)	All Required	8,600.00
On-the-job Trainees (3-1,000 @ $0.80)		All Required	2,400.00
			$ 25,809.00
		SUBTOTAL	$1,112,372.50
		Engineering	139,046.50
			$1,251,419.00

Type Code 6204
Paving, 3 Lane Section (Sta. 79+90 to Sta. 97+00)

Mobilization	(14 %)	All Required	$ 15,680.00
Temporary Protection and Direction of Traffic	(14 %)	All Required	700.00
Temporary Signs	71 Sq. Ft.	7.00	497.00
Temporary Barricades	1 Each	40.00	40.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	7 Lin. Ft.	10.00	70.00
Flagmen	140 Hour	10.00	1,400.00
Clearing and Grubbing	(14 %)	All Required	700.00
Removal of Structures and Obstructions	(14 %)	All Required	560.00
General Excavation	570 Cu. Yd.	3.50	1,995.00
Trench Excavation	1,320 Cu. Yd.	4.00	5,280.00
Finishing Roadbed and Slopes	(14 %)	All Required	1,400.00
Watering	7 M-Gal.	50.00	350.00
Cement Treated Base	6,350 Sq. Yd.	0.80	5,080.00
Cement for Treated Base	220 Ton	80.00	17,600.00
Aggregate for Treated Base	3,240 Ton	6.00	19,440.00
Asphalt in Chip Seal	8 Ton	200.00	1,600.00
Aggregate in Chip Seal	76 Ton	15.00	1,140.00
Aggregate Shoulders	505 Ton	6.00	3,030.00
Class "B" Asphalt Concrete Mixture	1,734 Ton	17.50	30,345.00

Asphalt Cement in Mixture	100	Ton	180.00	18,000.00
Asphalt in Tack Coat	1	Ton	300.00	300.00
12-inch Culvert Pipe	406	Lin. Ft.	13.00	5,278.00
12-inch Sewer Pipe	230	Lin. Ft.	14.50	3,335.00
18-inch Sewer Pipe	1,946	Lin. Ft.	21.00	40,866.00
Extra for Pipe Under Pavement	155	Lin. Ft.	10.00	1,550.00
Concrete Manholes	2	Each	800.00	1,600.00
Concrete Inlets, Type G-2M	1	Each	300.00	300.00
Concrete Inlets, Type CG-1	8	Each	380.00	3,040.00
Concrete Inlets, Type CG-2	2	Each	425.00	850.00
Concrete Walks	1,003	Sq. Yd.	11.00	11,033.00
River Rock Patterned Concrete Surfacing	155	Sq. Yd.	17.00	2,635.00
Concrete Median Terminals	285	Lin. Ft.	4.50	1,282.50
Concrete Curbs, Type A with 4' Gutter	1,805	Lin. Ft.	7.00	12,635.00
Concrete Curbs, Type B-1 Modified	300	Lin. Ft.	3.50	1,050.00
Extra for Asphalt Approaches	15	Each	200.00	3,000.00
Delineators, Type 2	10	Each	20.00	200.00
Delineators, Type 3	6	Each	25.00	150.00
Adjusting Manholes	3	Each	200.00	600.00
Removal of Existing Sign Installations	(15 %)		All Required	225.00
Wood Sign Posts	(15 %)		All Required	675.00
Sign Support Footings	(15 %)		All Required	225.00
Pipe Sign Posts	(15 %)		All Required	112.50
Type "C" and "D" Signs in Place	32	Sq. Ft.	11.25	360.00
Move and Reinstall Existing Signs	(15 %)		All Required	375.00
				$ 216,584.00

Anticipated Items

Permanent Pavement Striping	(14 %)	All Required	$ 630.00
Temporary Pavement Striping	(14 %)	All Required	161.00
Asphalt Cement Adjustment	(14 %)	All Required	1,400.00
			$ 2,191.00
		SUBTOTAL	$ 218,775.00
		Engineering	27,346.00
		TOTAL	$ 246,121.00

Type Code X080
Structure (Bridge #16482)(Sta. 12+30 to Sta. 12+70)

Bridge Removal Work		All Required	10,000.00
Structure Excavation	100 Cu. Yd.	5.00	500.00
Furnish Pile Driving Equipment		All Required	2,500.00
Furnish Prestressed Concrete Piling	800 Lin. Ft.	20.00	16,000.00
Drive Prestressed Concrete Piles	800 Lin. Ft.	1.00	800.00
Drilling Pile Holes	12 Lin. Ft.	20.00	240.00
Structural Concrete, Class 3300 (70 Cu. Yd.)		All Required	17,500.00
4'x40'/45' Prestressed Slabs	12 Each	2,000.00	24,000.00
Reinforcement (7300 @ $.50)		All Required	3,500.00
Reinforced Concrete Bridge End Panels	233 Sq. Yd.	55.00	12,815.00
Three Tube Steel Railing	38 Lin. Ft.	60.00	2,280.00
Metal Rail with Tubing	50 Lin. Ft.	40.00	2,000.00
		SUBTOTAL	$ 92,135.00
		Engineering	11,516.00
		TOTAL	$ 103,651.00

Type Code Y031
Traffic Signals

Traffic Signal Installation, Complete	All Required	$ 109,000.00
Fire Preemption System, Complete	All Required	16,000.00
		$ 125,000.00

Anticipated Items

State Furnished Software & Turn On	All Required	$ 3,000.00
Signal Controller Testing	All Required	3,425.00
"OPTICOM" Testing	All Required	1,475.00
		$ 7,900.00
	SUBTOTAL	$ 132,900.00
	Engineering	16,612.00
	TOTAL	$ 149,512.00

Length of Project Roadway (2 Lane) ---------- 2.020 mi.
(3 Lane) ---------- 0.324 mi.
Structure ---------- 0.008 mi.
TOTAL 2.352 mi.

Cost of Roadway Per Mile (2 Lane) ----------$619,514.35
Cost of Roadway Per Mile (3 Lane) ----------$759,632.71

Retained in Program Status
(not included in amounts below)

Bikeway Signs		$ 500.00
Bikeway Striping & Stencils	All Required	1,500.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway (2 Lane)	$1,251,419.00	$1,063,706.00	$112,627.00	$ 75,086.00
Roadway (3 Lane)	246,121.00	209,202.00	22,151.00	14,768.00
Structure	103,651.00	88,103.00	9,328.00	6,220.00
Traffic Signals	149,512.00	127,085.00	13,456.00	8,971.00
SUBTOTAL	$1,750,703.00	$1,488,096.00	$157,562.00	$105,045.00
Reserve	89,888.00	76,404.00	8,090.00	5,394.00
TOTAL	$1,840,591.00	$1,564,500.00	$165,652.00	$110,439.00

Group 1 97%; Group 8 3%
Contract No. 9415
Prefix: 334-1963 (PE)
334-1068 (Const.)

9+1=

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Washington	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
2/3/86	T. P. Lowe, Area Engineer	IX-0000(41)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
3/24/83	6/21/85	* 100 %	400 Days

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SW CORNELL ROAD - SW MURRAY BLVD
JENKINS ROAD & 158th AVENUE
Grading, Paving, Structure & Signals

This project provided for remodeling of 158th Avenue and Jenkins Road within above named limits and included a structure at Cedar Mill Creek on Jenkins Road. A raised concrete median was constructed on 158th Avenue.

*The contractor used 452 days to complete the work. A time extension of 52 days was granted due to extra and additional work performed. No liquidated damages were charged.

The final cost of $2,078,443.00 overran the original authorization by 4.9%.

RECEIVED
STAT HWY ENGR
FEB 10 '86
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ 2/13

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE Original Signed By G. K. HOSSNER	
TITLE Area Engineer	DATE 4	TITLE Field Operations Engineer	DATE FEB - 6 1986

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9415

December 19, 1985

CON 5
#9415

Industrial Indemnity Company
421 S. W. 6th Avenue
Portland, OR 97204

On July 3, 1985, we wrote to you concerning release of final payment on Contract No. 9415 awarded to R. A. Hatch Co. for work on S.W. Cornell Rd.-S.W. Murray Boulevard Section of FAU 9030 and 9055 in Washington County.

The total contract amount is $1,820,698.45. including $16,968.00 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

mab

cc: R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

CON 5

DATE: April 3, 1985

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
SW Cornell Rd. - SW Murray Blvd. Section
Jenkins Rd & 158th Avenue, Washington County
Contract No. 9415

This Interstate Transfer Fund project has been completed and it is now apparent that the final cost will exceed the project authorization by $125,500 or six percent. The authorization was increased by Commission action at the meeting of January 18, 1983 on the basis of unanticipated additional excavation and widening work required.

The current overrun is due to the cost of construction engineering required to properly close out the job. Several grade revisions were required during the course of the construction work and these led the contractor to question the accuracy of the final pay quantities. Extensive remeasure work was then necessary to produce sufficient documentation to support quantities on the final estimate.

In addition to the above, a complete survey and monumentation of the right of way was made after completion of the contract work, and the survey was filed with the Washington County Surveyor. This work added considerably to the final overrun of costs.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $125,500 to a new total of $2,106,367.81. This matter will be on the consent calendar for the April 17 meeting.

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: April 3, 1985

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
SW Cornell Rd. - SW Murray Blvd. Section
Jenkins Rd & 158th Avenue, Washington County
Contract No. 9415

This Interstate Transfer Fund project has been completed and it is now apparent that the final cost will exceed the project authorization by $125,500 or six percent. The authorization was increased by Commission action at the meeting of January 18, 1983 on the basis of unanticipated additional excavation and widening work required.

The current overrun is due to the cost of construction engineering required to properly close out the job. Several grade revisions were required during the course of the construction work and these led the contractor to question the accuracy of the final pay quantities. Extensive remeasure work was then necessary to produce sufficient documentation to support quantities on the final estimate.

In addition to the above, a complete survey and monumentation of the right of way was made after completion of the contract work, and the survey was filed with the Washington County Surveyor. This work added considerably to the final overrun of costs.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $60,800. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:lmf

Attach.

cc: E. L. Hardt
W. Bartel
B. M. Walton
D. L. Trout

NOTED
W. E. SCHWARTZ

81-125-1387

Contains Recycled Materials

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 8, 1984

In Reply Refer to
File No.

CON 5

Columbia-West Materials &
Constructors, Inc.
P. O. Box 10425
Portland, OR 97210

Attn: Mr. William A. Bugge

Dear Bill:

Final Payment and Retainage Release
Contracts 9415 and 9456

I agree that there needs to be improvement in the process of making final payment and closing completed contracts and this has a very high priority with me. There are two major areas of delay in closing out completed contracts. One area of delay is by the State in completing its review of materials used in the work to assure specification compliance and obtain FHWA participation in the work. The other area of delay is due to contractor lateness in completing all contract requirements, including required paperwork. These are usually items such as PR-47, payroll data, material certifications and/or other required documents.

I have taken steps to try to eliminate, or at least significantly reduce, the first cause of delay. The responsibility for materials quality assurance has been delegated to the Region offices and an engineering position has been added to each Region to perform this function during the course of construction. The past process was done in Salem after the project was completed. The new procedure is effective for projects completed after August 1, 1984. It is my intent to eliminate, or minimize this area of delay in closing out completed projects.

The second area of delay is beyond my control, but I encourage contractors to explore methods to assure the timely submittal of contract required documents.

The two projects referenced in your letter are examples of the two delay areas I have discussed. On-site work for contract number 9415 was completed on March 24, 1983. We have not yet received the required certification for certain landscape materials. The contractor has been advised of this deficiency and has not responded. We are unable to make final payment until the required certification is received.

Form 734-3122

On-site work for contract number 9456 was completed on April 5, 1983. Required contract documents were received from the contractor on January 26, 1984. Final payment and retainage release is pending the completion of our review of contract quantities and materials compliance and should be made in about two months.

Thus, both the State and the contractor typically contribute to delay in closing out completed contracts. I intend to eliminate or minimize the State portion of delay. This won't happen overnight but progress should be evident in the next few months as the Region materials assurance personnel become proficient in their duties.

Sincerely,

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:mk

COLUMBIA – WEST

MATERIALS AND CONSTRUCTORS, INC.
6688 N. W. ST. HELENS RD.
P.O. BOX 10425 · PORTLAND, OREGON 97210

(503) 286-9431 (503) 243-1196

July 26, 1984

RECEIVED
STATE HWY ENGR
JUL 30 '84
REFER TO
Jackmond
FOR
Info | Invest | R/D | D/R | Sign | Act | File
| | | ✓ | | | | |

Oregon Department of Transportation
Division of Highways
140 Transportation Building
Salem, Oregon 97310

Attn: Mr. R.E. Schwartz, P.E.
Assistant State Highway Engineer

Subject: State Contracts #9415 & #9456

Dear Pat,

I'm writing you concerning the subject contracts and the long delays in the release of retainage to the prime contractor, R.A. Hatch Co. We were a subcontractor to Hatch on these contracts for all A/C paving work and our last date of paving was 25 March, 1983 which was punch list work to complete the sale of both jobs.

We have been in contact with Hatch for the last six to eight months to collect our retainage and they continually inform us that your department is still holding the retainage for both projects although they were complete at about the same time we completed our work as we were the last subcontractor on the job.

Pat, I feel that a one year plus is too long for a contractor to have to wait for retainage and this seems to be the typical case on all work we have done for your department, whether as a subcontractor or a prime contractor, the last several years.

While I realize that certain requirements have to be met to finalize a job, the time frame certainly can be reduced considerably from what it is now. The undue hold up of retainage places a tremendous hardship on contractors' cash flow, bonding capacity and borrowing ability. Which in turn the costs have to be passed on to the owner agency for a contractor to stay in business.

I would certainly appreciate your help in both obtaining release of retainage on the subject contracts as well as working to reduce this typical delay in retainage on all state contracts.

Pat, if I can be of any help I would surely appreciate a call.

William A. Bugge
President
Columbia West Materials &
Constructors Co.

WAB/sks
Col-West

cc: R.A. Hatch

9415 Washington

6-5-84

Project: S.W. Cornell Road-S.W. Murray Blvd. County: Washington
Highway: Jenkins Road & 158th Avenue Contract No: 9415
Project Manager: James W. Cochell Prefix No: 334-1065

NARRATIVE REPORT

The work done under this contract consisted of grading, cement treated base (treated in place) asphalt concrete paving, small prestressed concrete structure, traffic signals and such additional and incidental work as called for by the contract plans and specifications.

This was a Federal-Aid Project awarded to R.A. Hatch Company on December 15, 1981 in the contract amount of $1,521,982.50 with the total project authorization being $1,754,867.81. An overrun of project authorization was submitted and approved at a project cost of $1,980,867.81.

The specified completion time was 400 calendar days, with 452 days used to complete project. Work started on February 22, 1982 and was completed March 24, 1983. A time extension request was submitted and the additional 52 days was granted, thus eliminating all liquidated damages.

TEMPORARY PROTECTION & DIRECTION OF TRAFFIC

The contractor was permitted to close the project to through traffic in stages as indicated on the plans. The temporary signing for various construction staging seemed to be adequate, although additional signing was installed on the Sunset Highway advising the traveling public that S.W. 158th Avenue is closed and to use Murray Blvd. and 185th Avenue. Many motorists just ignored the road closure and detour signing, in fact it got to the point when the Washington County Sheriffs Department started issuing citations for ignoring the road closure signs. The closing of portions of the roadway under construction was very beneficial, in fact almost a must since the cement treated base in place required the breaking up of existing pavement and underlying base material.

EARTHWORK

Washington County was concerned about deficient sight distance ~~for distance~~ for safe stopping over two vertical curves between stations 23+00 & 23+90. They requested we lengthen the two verticals. This was done, but in doing so, required the removal of the full width of existing roadway.

DRAINAGE

Additional 42-inch culvert cross pipes were installed under S.W. 158th at sta. 38+26 & 38+28. Washington County requested these additional pipes be installed at this time to handle future needs, after the area is developed, increasing the run-off rate.

ASPHALT PAVEMENT

The contract bid item for asphalt pavement was a class "B" mixture for both the base course and wearing course. The county requested we use class "C" mixture on the wearing surface, this was done by a change order. The asphalt concrete mixture did overrun. Some of this was attributed to the widening of

Murray Blvd. northbound at the intersection with Jenkins Road for a right turn lane, also requested by the county.

A price agreement was written for a price reduction of $160.97 for low compaction of asphalt concrete pavement.

CONCRETE MEDIAN ISLANDS/RIVER ROCK PATTERNED CONCRETE SURFACING

The concrete island curbing was constructed with a type "B-1" modified curb as per plans. Washinton County requested deleting the grout in the river rock pattern surfacing. A price agreement changing the pattern size from 4"-6" to 6"-9" with the counties concurrence. After the island curbing was installed, the county was concerned about the hazard created because of poor visability.

The county requested we eliminate the 2-ft wide terminal (snake) at the ends of the islands and install reflectorized markers. The terminals were not installed and in addition reflectorized markers were installed the full perimeter of the islands. The reflectors have been a great benefit to the motorists since there isn't any roadway illumination.

SIGNALS

Tice Electric Company was the sub-contractor doing the electrical work and Concrete Coring was a sub for Tice for doing the sawing and placing epoxy for loops and feeders. No unusual problems were encountered during the installation of the signals.

In May of 1983 an inspection was made of the loop detectors and feeder cables. It was observed that the epoxy used appeared softer than should be and wasn't adhering to the walls of the sawslots. The epoxy used was Hunt's No. HB 1360. The contractor was informed that corrective measures needed to be taken. An inspection of the epoxy was made by both state and contractor representatives. Concrete Coring requested that they be allowed to use Rocky Mountain Chemical loop sealant for corrective work. Approval to use this epoxy was conditionally given. If the epoxy fails within a one-year period they must again replace it at no expense to the state. A one-year guarantee was recieved in this office. The contractor completed the required corrective work in August 1983. Approximately 90% of all loops and feeders were replaced at their expense. To this date the epoxy appears to be doing the job it is intended to do.

At this time, it is not anticipated that there will be any claims against this contract.

The final total cost of the project was $2,068,000.00, a 4.4% overrun.

Arthur Sasse
Ass't Project Manager

STATEMENT OF OVERRUNS & UNDERRUNS

Project: S.W. Cornell Road-S.W. Murray Blvd.
Highway: Jenkins & 158th
County: Washington

Contract No: 9415
Prefix: 334-1065
F.A.No.: IX-0000 (41)

Item	Unit	Original	Semifinal	±
Bid Item	$	*1,733,745.00 1,521,982.50	1,754,176.73	+1.2
Anticipated Items	$	37,900.00	17,542.74	-53.7
Contingencies	$	170,194.71 * 139,028.10	60,914.67	-13.2
Engineering	$	124,790.60	245,800.00	+76.8
Liquidated Damages	$	0.0	0.0	0
		1,980,867.81	2,078,443.14	+4.9

* Additional authorization approved on 1-18-83

All substantial changes were ecaluated and those found to have meaning fully affected the project listed below.

Right Lane Turnout on Murray Road P.A.#6	$	0.0	21,730.08	N/A
Turnout was added while job was in progress.				
Pavement Markers P.A.#11	$	0.0	6,957.05	N/A
Pavement markers were requested while job was in progress				
General Excavation B.I.#10	$	52,150.00	73,239.74	+40
Overrun due to redesign of vertical alignment in some areas				
Asphalt Cement in Mix B.I.#22	$	121,500.00	180,265.14	+48
Class B Asphalt Mix B.I.#21	$	213,150.00	340,347.58	+43

9415

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.W. Cornell Rd. S.W. Murray Blvd.		WEEK ENDING: 5-19-84
		SECTION PREFIX: 334-1065
HIGHWAY: Jenkins Rd. & 158th Ave.		COUNTY: Washington
NAME OF JOB: S.W. Cornell Rd. S.W. Murray	KIND OF WORK: Grading, Paving, Structure & Signals	
CONTRACTOR: R.A. Hatch Construction Co.	CONTRACT NUMBER: 9415	FEDERAL AID PROJECT NUMBER: IX-0000 (41)
DATE OF CONTRACT: December 15, 1981	DATE WORK STARTED: February 22, 1982	ESTIMATED COMPLETION DATE: 12-82
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 400	CALENDAR DAYS USED 152
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 120
PROJECT AUTHORIZATION: $1,980,868.81		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 90
EXCLUSIVE OF ENGINEERING: $1,841,838.71	ENGINEERING AUTHORIZATION $139,028.10	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 104
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $1,844,393.14	ENGINEERING COST TO DATE $249,076.68	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT OVERRUN XXXXXXXX 5 %	PERCENT OF AUTHORIZATION 179 %	March 24, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	STRUCTURE	SIGNAL
100	100	100				100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.34	2.34			2.34
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	60950.00 SqYd	19,2000			12,180
TOTAL QUANTITIES CORRECTED TO DATE	60959	29,247			17,208
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	60959	29,247			17,208
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
MAY 23 1984
CONSTRUCTION SECTION

CE ..... CAE ..... LS ..... TC .....
COE ..... CM ..... SA ..... CC .....
CA ..... FE .....
CAII ..... MA .....
CP ..... OCS .....
DEO ..... FILE .....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SEMI-FINAL REPOPT SUBMITTED TO REGION MAY 17, 1984.

FINAL REPORT

SIGNED Walter Bartl LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

January 10, 1984

CON

R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Time Extension Request
SW Cornell Rd.-SW Murray Blvd.
Contract No. 9415
FAP No. IX-0000(41)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 52 calendar days is granted due to the performance of extra and additional work performed on the project. No contract time adjustment is granted for the claimed utility and grade error delays.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant Statte Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Jim Cochell w/att.
FHWA w/att.
Bob Church

STATE OF OREGON

INTER-OFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: December 14, 1983

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: SW CORNELL RD.-SW MURRAY BLVD.
Jenkins Rd. & 158th Ave.
Contract No. 9415

CE CAE FOE OCS SCS JEO — RECEIVED — DEC 15 1983 — CONSTRUCTION SECTION — OM CA LS TC FE CP

Attached is a time extension request from the contractor, Hatch Construction Company, for a total of 88 calendar days. Jim Cochell has looked at each item the contractor listed, and recommends 57 calendar work days.

Disregarding utility caused delays, there are 42 calendar work days due to extra work performed, according to Cochell's analysis, that should be considered for a time extension.

I recommend we recognize this 42 calendar work days (59 calendar days) as contributing to the overrun, and grant 52 days, the amount of the contract overrun.

1-3-84

W. E. Schwartz —

I concur with Region and Project Manager and recommend a time extension of 52 C.D. due to performance of extra and additional works. The claimed staking error and utility delays should be denied.

MC/gw
Attachment
cc Jim Cochell

O. B. Jackmond

01-125.1387

9415

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

CON

DATE: January 6, 1983

AGENDA
JAN 18 1983
(1) Sub

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
SW Cornell Rd.-SW Murray Blvd. Section
FAU 9030 & 9055 Highway, Washington County
Contract No. 9415

This Interstate Transfer project was 91 percent complete as of December 1, 1982 and it is evident that the final cost will exceed the project authorization by approximately $226,000.00 or 12.9 percent.

Two major items of unanticipated work make up most of the overrun amount. Removal of some 1,200 feet of original roadbed near the south end of the project and its replacement with cement treated base added some $60,000 to project costs. Widening of base and paving for a right turn lane from Jenkins Lane as requested by the County added some $139,000 to the cost of the project. The remainder of the overrun is the net result of minor extensions of miscellaneous bid items and some $14,000 in increased engineering expenses.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $226,000.00 to a new total of $1,980,867.81. This matter will be on the consent calendar for the January 18 meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3123

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318 FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: December 28, 1982

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
SW Cornell Rd.-SW Murray Blvd. Section
FAU 9030 & 9055 Highway, Washington County
Contract No. 9415

This Interstate Transfer project was 91% complete as of December 1 and it is evident that the final cost will exceed the project authorization by approximately $226,000.00 or 12.9 percent.

Two major items of unanticipated work make up most of the overrun amount. Removal of some 1,200 feet of original roadbed near the south end of the project and its replacement with cement treated base added some $60,000 to project costs. Widening of base and paving for a right turn lane from Jenkins Lane as requested by the County added some $139,000 to the cost of the project. The remainder of the overrun is the net result of minor extensions of miscellaneous bid items and some $14,000 in increased engineering expenses.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $226,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
J. W. Cochell
R. D. Church
D. E. Swan

NOTED
H.S.COULTER

81-125-1367

Contains Recycled Materials

Washi. Co.

ROAD DESIGN SECTION

DES 16

James Cochell
Project Manager

August 26, 1982

Donald R. Adams, P.E.
Final Design Engineer

Sign Shop Drawings
S.W. Cornell Road-S.W. Murray Boulevard
FAU 9030 and 9055
Washington County
Contract No. 9415

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 30 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring to / /
Action

Attached are three sets of approved shop drawings for the Type "U" signs on the above-named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Traffic Safety Supply Company for sign fabrication.

WGB:ja

Attachments

cc C. T. Keasey
E. L. Hardt
W. G. Beard

FORM S-90 (12-67)

andy

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

2131 S.W. Scholls Ferry Road
July 27, 1982

To: L.E. George
Traffic Engineer

PROJECT: S.W. Cornell Rd.-S.W. Murray Blvd.
BRIDGE NO.:
CONTRACT NO.: 9415

TRANSMITTED HEREWITH FOR APPROVAL, 4 COPIES OF THE FOLLOWING:

1. Drawings for Signs # 38,39,48,50,26 & 30,5 18 & 28, 7 & 17.
2.
3.
4.
5.

PLEASE RETURN COPIES TO:

RESIDENT ENGINEER 3 COPIES.
MATERIALS INSPECTOR ____ COPIES.
CONTRACTOR ____ COPIES.
SUBCONTRACTOR ____ COPIES.
SUPPLIER ____ COPIES.

James W. Cochell
RESIDENT ENGINEER

ENCL.

CC REGIONAL ENGINEER

NOTED
L. E. GEORGE

NOTED
ELMER SCOFIELD

RECEIVED
JUL 29 1982
TRAFFIC ENGINEERING

NOTED
W. R. ZIRBES

NOTED
DWAYNE HOFSTETTER

ad

THE Lady's CONSTRUCTION CO.

GENERAL CONTRACTORS
P.O. BOX H, WEST LINN, OREGON 97068
503/635-4067

LETTER OF TRANSMITTAL

Reply To: _____

DATE	JOB NO
July 24, 1982	81-07
ATTENTION	
RE OSHD #9415 - S.W. Cornell Rd.	
S.W. Murray Blvd.-Washington Co.	

To: R. A. HATCH CO.
P. O. Box 6179
Bend, Oregon 97708

GENTLEMEN:

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☐ _____

COPIES	DATE	NO.	DESCRIPTION
1			Sign #38
1			Sign #39
1			Sign #48
1			Sign #50
1			Signs #26 & 30
1			Signs #5, 18 & 28 & 1 copy of Signs # 7 & 17

THESE ARE TRANSMITTED as checked below:

☒ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval
☐ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution
☐ As requested ☐ Returned for corrections ☐ Return _____ corrected prints
☐ For review and comment ☐ _____
☐ FOR BIDS DUE _____ 19_____ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS PLEASE EXPEDITE AS IT TAKES 3 - 4 weeks to have signs made.
PLEASE SEND US POST SIZES ASAP AS THEY ALSO TAKE 3 - 4 weeks.

CC: James W. Cochell, Resident Engineer - 4 originals of each sign.
2131 Scholls Ferry Rd.
Portland, Or 97221

RECEIVED
JUL 27 1982

COPY TO _____

SIGNED: Marcia Price

9415 8.16.x2 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-0000(41)
2. STATE PROJECT NO.: See below
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 80133
2A. COUNTY NAME: Washington
6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon
7. DATE AUTHORIZATION EFFECTIVE: 7/2/82
8. FEDERAL ROUTE NUMBER: FAU 9030 & 9055
9. STATE ROUTE NUMBER: County Roads
10. GENERAL LOCATION:
SW Cornell Road - SW Murray Blvd. Section
11. GENERAL DESCRIPTION OF WORK
Temporary Signing (Emergency Holiday Safety)
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 7/2/82 as reflected by request from resident engineer showing actual date of work and as requested in Mr. Keasey's letter of 7/30/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $700 Federal Funds $595.

RECEIVED
STATE HWY ENGR
AUG 19 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig. to 619.1. Mac Finlay

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/16/82	G. K. Hassmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9415

HIGHWAY DIVISION

PUB

April 19, 1982

Vickie Rocker
Public Affairs

Robert N. Bothman
Assistant State Highway Engineer

cont #9456

Jenkins/158th/185th Groundbreaking

I would like to pass on a nice compliment from Commissioner Dagg on your efforts with the groundbreaking ceremony this week in Washington County. She was very complimentary to your efforts, to you and to the entire ceremony.

The groundbreaking contained several other significant activities such as Commissioner Dagg's positive comments towards Rick Gustafson, the showing of communications with ODOT between the developers, the County Commission, the State, and the cities. Positive comments for Congressman AuCoin, groundwork to initiate a major construction of the Cornell Road interchange involving the State, County and the developers, and recognition by all including Commissioner Dagg of the massive reconstruction of county roads underway this summer were also noted.

The prime objective of acknowledging Congressman AuCoin was certainly achieved.

I certainly appreciate your efforts and would encourage you to seek out and pursue these sorts of activities with Ed.

lb

cc Ed Hardt lb

9 & 15

GROUNDBREAKING CEREMONY PROGRAM

158th Avenue
Jenkins Road/185th Avenue
April 12, 1982

9:30 - 10:00 AM — Refreshments (Two Public Works Staff Serving)

10:00 AM — WELCOME AND INTRODUCTIONS -

Virginia Dagg, Chairman - Washington County Board of Commissioners.

10:10 AM — TIME CAPSULE PRESENTATION -

Mrs. Robin Case's Sixth Grade Class present Washington County with a Time Capsule to be buried beneath 185th Avenue.

Presenting: Chuck Fields
Anthony Mills
Scott Cambrom

10:20 AM — LES AUCOIN PRESENTATION -

Virginia Dagg Introduces Fred Miller, Oregon Department of Transportation.

Fred Miller who will Present Award To:

Congressman Les AuCoin, U.S. Representative, First District.

Les AuCoin Comments.

10:40 AM — Virginia Dagg Introduces Washington County Commissioners.

COMMISSIONERS COMMENTS -

Lyell Gardner

Jim Fisher

Bonnie Hays

Lucille Warren

11:15 AM — ENGINEERING COMMENTS -

Larry Rice, Public Works Director
Washington County

Tom Walsh, Vice Chairman
Oregon Transporation Commission

Fred Miller, Director
Oregon Department of Transportation

Dick Waker
Dick Waker Associates, Inc.

Be sure you have signed the Guest Sheet. These names will be placed in the Time Capsule. (Laurel Helou and Christina Lucas assisting)

9415-

L.

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Fred D. Miller
Director

DATE: April 9, 1982

FROM: R. N. Bothman, Assistant State
Highway Engineer for Administration

SUBJECT: 158th/Jenkins Road/185th Groundbreaking
April 12, 1982

cont #9456

Vickie Rocker advised there will be a number of speakers for the groundbreaking. Virginia Dagg will be the master of ceremonies, and all of the county commissioners, Larry Rice, Dick Water, a sixth grader, Tom Walsh and yourself are scheduled to speak.

The Department did initiate this groundbreaking as a method of acknowledging the assistance of Representative Les AuCoin in gaining the federal funding for the project. However, all three roads are county roads, therefore Vickie Rocker has worked with Connie Easter of Washington County to put together the ceremony.

There has been a last minute (Thursday) conflict with Virginia Dagg in the emphasis of the groundbreaking to recognize Representative AuCoin's efforts. She will, in her presentation, recognize the efforts of Washington County. She might, as she has done in a couple other instances, be somewhat critical of the federal funding coming to Washington County in all areas, not just transportation. She is highly supportive of the block grant process.

You will be introduced by Virginia Dagg to make a few comments. You will be responsible to introduce Representative AuCoin.

I suggest you make a few comments relative to the importance of the County arterial street system. Our responsibility in Washington County primarily rests with the Sunset Freeway, Highway 217, and Tualatin Valley Highway. It is essential that a county arterial network be developed to accommodate the travel demands in Washington County for both State traffic and county traffic. These three projects are very important.

These projects in Washington County are sponsored by the county; the local match is from county funds, but the work in developing the project, designing the project, acquiring the right-of-way, supervising construction rests with the Oregon Department of Transportation. We work very closely with the county.

The second major point to make with the county is that we have enjoyed an excellent working relationship with Washington County, cooperatively bringing these county projects to fruition, as well as state projects, such as the Highway 217/Sunset Interchange, Allen Avenue Interchange, Denny Road Interchange, and the Progress Ramp to name a few.

The partnership we have with the Congressional delegation in seeking the Interstate transfer funding, the technical work being accomplished by the Division to physically build the project and the cooperation in establishing the project by the County, all form a very good partnership in Washington County. The City of Beaverton might also be recognized as being very active in the area of transportation in Washington County, however, they were not specifically involved in the projects.

You might touch on the fact that with the withdrawal of the two major Portland freeways, the entire region has been a major benefactor in receiving much needed federal funding to accomplish projects. The fact is that with the withdrawal of the two Portland freeways, we will be able to construct 145 projects in the region.

There might be one other good lead into Tom Walsh's discussion, and that is that the Interstate transfer program is the only significant source of federal funds for projects in the urbanized area of Washington County. That program is approximately half complete at this point and we should be starting to identify additional funding sources to carry on the necessary transportation improvements once the Interstate transfer program has been completed.

Les AuCoin was instrumental in obtaining sufficient Federal funds for Washington County from the Federal budget under a very tight national program. This region was one of two in the nation to increase its funding in 1982 over 1981. Many lost out completely in 1982. AuCoin and Senator Hatfield pushed through legislation in Congress to make these projects possible.

I'll plan to chauffeur you to and from the ceremony; we will meet Tom at the site.

lb

cc H. S. Coulter
E. L. Hardt

9415

4/25/82 Bill 3/15/82
4/9/82 3/22/82
4/23/82 FILE 3/25/82

TELEPHONE CONVERSATION RECORD

OREGON DEPARTMENT OF TRANSPORTATION

☑ I CALLED ☐ IN PERSON ☐ THEY CALLED	NAME OF PERSON TALKED WITH: Bill Parks Dw State Lands	TIME: 8:30	DATE: 3/9/82
ORGANIZATION	TELEPHONE NO.	SUBJECT: SW Cornell Rd - SW Murray Blvd Cedar Mill Creek Structure	

On March 4, 1982 Cochell's office sent letter from contractor requesting permission to work in stream earlier by piping water thru a large pipe. Request was hand carried to Div State Lands same day.

On March 9, 1982 Bill Parks said Fish & Wildlife would allow contractors proposal after May 15, 1982. Proposal would not be permitted sooner because of possibility of high water overflowing pipe/sandbags and causing damage to downstream areas (fish-wise).

This word passed on to Art Sasse, Ass't Project Manager by phone this date.

3/25/82
Called DSL to see why we hadn't received copy of letter to contractor verifying this.
Liy will discuss w/ Bill Parks
D.L.T.

SIGNATURE Donald L. Bordt

731-0158 (8-81)

FORM E-30 25M 9-61 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

2131 SW Scholls Ferry Road
March 2, 1982

SUBJECT: SW Cornell Rd.-SW Murray Blvd.
(Jenkins Rd. & 158th Ave.)
Washington County
Contract No. 9415

To: J. H. Versteeg
Road Design Engineer

Attn. Donald L. Trout
Final Project Coordinator

Versteeg
Anderson
Adams
Orso
Sullivan
Tarpin
Trout
Wakerlig

RECEIVED
MAR 4 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Forwarding herewith is a request for proposed method of stream diverson on Cedar Mill Creek structure #16482 from R.A. Hatch Co. (prime contractor) on this project. He is requesting this proposal for review to allow him to start work at this structure site without having to wait until July 15th. Attached are copies of the previous application and permit. Gary Ross project superintendent did indicate in person that he would be available to meet with you in regards to this request if necessary.

Arthur G. Sasse Asst.
For: James W. Cochell
Project Manager

cc: file

Approve w/ pipe plan
If the stream diversion water might cause pipe & cause turbidity/ sedimentation we'd

General Contractors
Post Office Box 201
Bend, Oregon 97701
(503) 382-8418

3/2/82

Jim Cochell
Project Manager OSHD
2131 S. W. Scholls Ferry Road.
Portland, Ore. 97221

S. W. CORNELL RD. - S. W. MURRAY BLVD SECT.
JENKINS ROAD AND 158TH CONTRACT #9415
PROPOSED STREAM DIVERSION ON CEDAR MILL CREEK (JENKINS ROAD)
BR. #16482 (SECT 108.04 WATER POLLUTION MITIGATION)

Dear Jim,

In order to avoid waiting until July 15th to do the subject structure streambed excavation we would like to make the following proposal:

1. The plans indicate that there is an area of the streambed in the center that does not get excavated. If this is the case then a pipe could be laid in this area to carry the water.

2. We would like to propose that a pipe, large enough to carry the water, be placed in the streambed that would span the work area. (about 80 in ft.) We would then sandbag the ends to allow the water to be diverted through the pipe.

3. This would require no digging in the active stream and sandbags would be placed by hand.

4. This pipe would be placed after the footings were in place and the old structure removed. (deck)

5. To minimise the time of diversion the excavation and rip rap would be completed as soon as possible. At the longest it would take no more then a week and a half to do this work.

6. AFTER THE RIP rap is in place area will be cleaned up and the pipe and sandbags will be removed.

It is our feeling that this would allow the work to be done without causing a change in the turbidity of the stream. Would you please pass this on to the proper persons for review. We would like to have an answer as soon as we can.

Sincerely,
Gary L. Ross Project Super.

7415

DES 16

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

Wash. Co.

TO: James W. Cochell
RESIDENT ENGINEER

DATE: November 25, 1981

FROM: Lyle K. Watson
Final Design Supervisor

SUBJECT: S. W. Cornell Rd.-S.W. Murray Blvd.
FAU 9030 & 9035 (Jenkins Rd. & 158th Ave.)
Washington County

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 25 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9196-00	Mainline 158th Ave.	Centerline	Profile Grade
01	Mainline 158th Ave.	Centerline	Subgrade
9196-02	Jenkins Road	Centerline	Profile Grade
03	Jenkins Road	Centerline	Subgrade
9196-04	Walker Road	Centerline	Profile Grade
05	Walker Road	Centerline	Subgrade
9196-06	Baseline Road	Centerline	Profile Grade
07	Baseline Road	Centerline	Subgrade

Attachment

cc: Jim Grassman

Contains Recycled Materials
81-125-1387

9415 C

Wash Co.

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-5

TO: D. Stoudenmeyer
Road Design Section

DATE: November 16, 1981

FROM: L. E. George, P.E.
Traffic Engineer

2 Versteeg ✓
Anderson
1 Christensen SW
Olson
Sullivan
Tarpin
Trout
Wakerlig

RECEIVED
NOV 18 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

SUBJECT: Sign Study Plans
S.W. Cornell Road-S.W. Murray Blvd Section
FAU 9030 and 9055 (158th and Jenkins)
Washington County

Attached are two copies of the approved sign study plans for the above-named project.

This work should be included in the scheduled project.

ELS:sh
Attachment

cc: D. Adams
E. Hardt
W. W. Geibet
F.T. Lacey
D. Shaffer

L. E. George, P.E.
Traffic Engineer

REFERRED TO
2 Board WP 1 Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do As Copy Due
BY FINAL DESIGN ENGINEER

1 plan kept by Comm

Bid opening Nov 19, 1981
L.O.

All existing signing north of station 20100 to remain in place

STOP EXISTING

ONLY ONLY
INSTALL (1)

30
ONLY ONLY 30
INSTALL (1)

36
STOP AHEAD
REINSTALL

24
CENTER LANE ONLY 36
INSTALL (1)

24
CENTER LANE ONLY 36
INSTALL (1)

24
30
INSTALL (1)

20

25

30

SW 158 TH

ROAD

SW CONNELL

30°
STOP
INSTALL

30°
STOP
REINSTALL

30
SPEED 55 36
INSTALL

50

55

60

A MATCH LINE A

SW 158 TH

30
SPEED ZONE AHEAD 36
INSTALL

STOP AHEAD
REMOVE

INSTALL (1)

INSTALL

MATH WALKER LINE ROAD

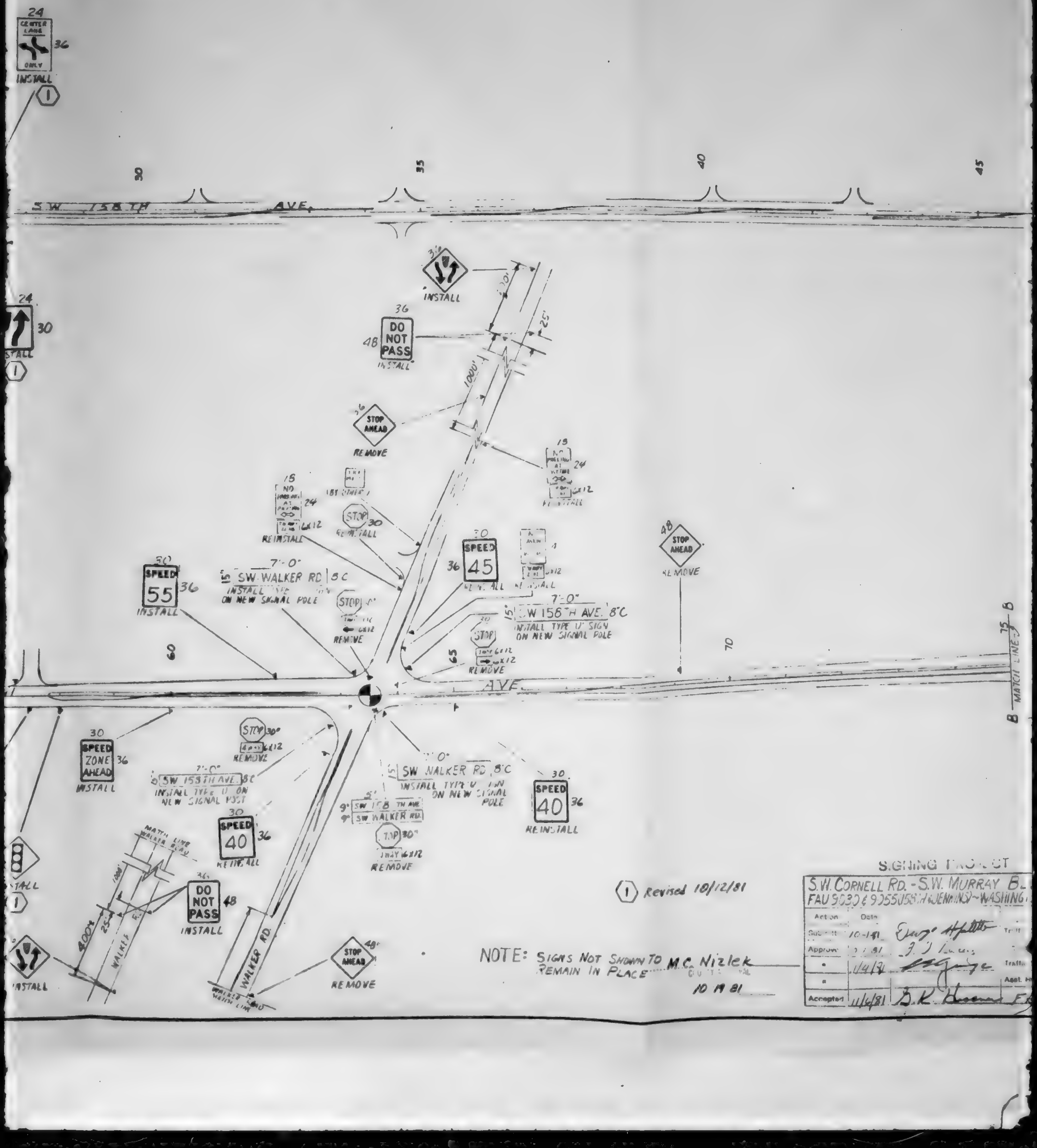
100'

400'

25'

WALKER RD

SHEET 1 OF 3



(1) Revised 10/12/81

NOTE: SIGNS NOT SHOWN TO REMAIN IN PLACE

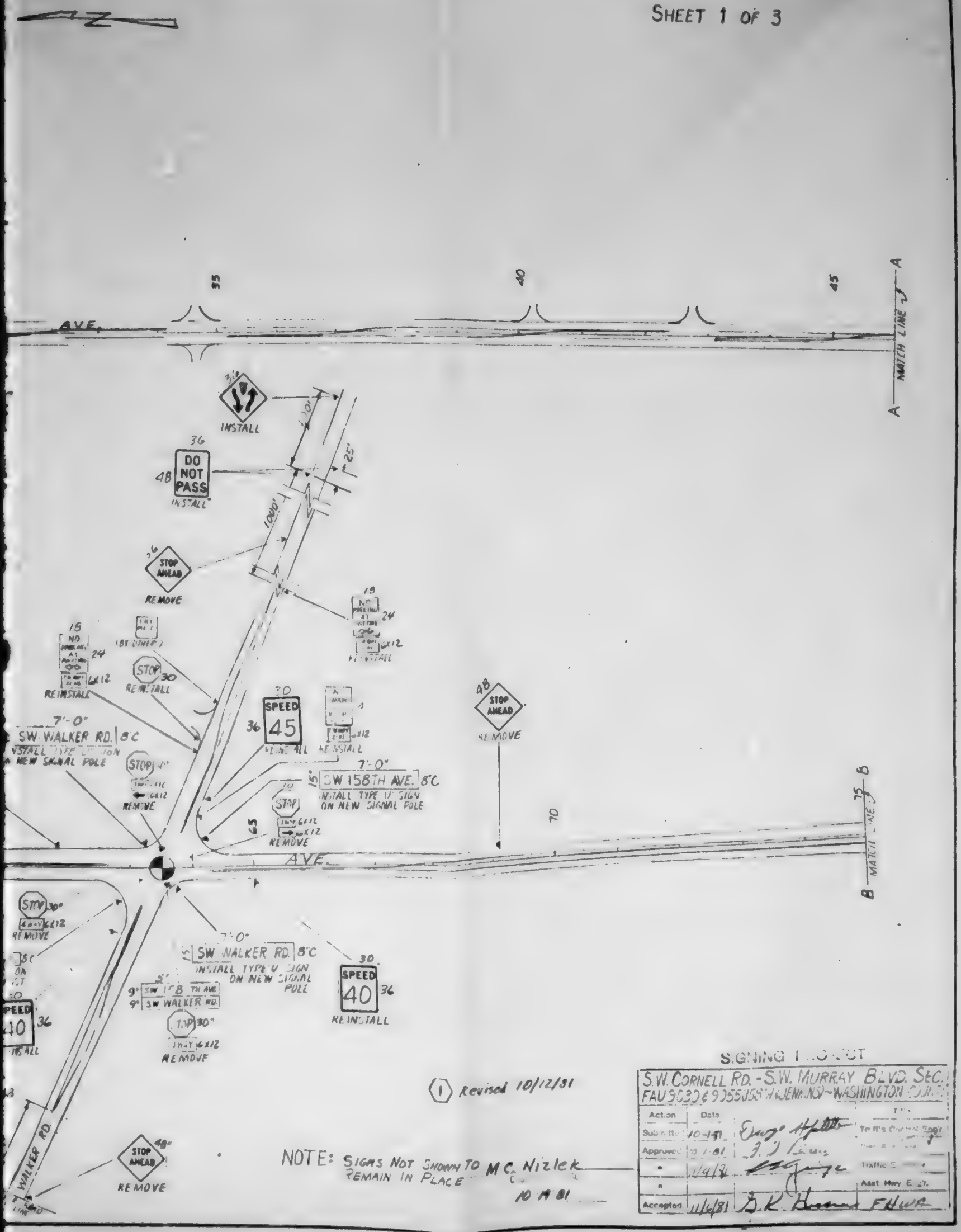
M.C. Nizlek
COUNTY ENGINEER
10 19 81

SIGNING PROJECT

S.W. CORNELL RD. - S.W. MURRAY BL.
FAU 9030 & 9055 (158TH) JENKINS - WASHING

Action	Date	
Submitted	10-14-81	Engr.
Approved	10/19/81	J.J.
	11/4/81	Traffic
		Asst.
Accepted	11/6/81	D.K. Hoover FE

SHEET 1 OF 3



(1) Revised 10/12/81

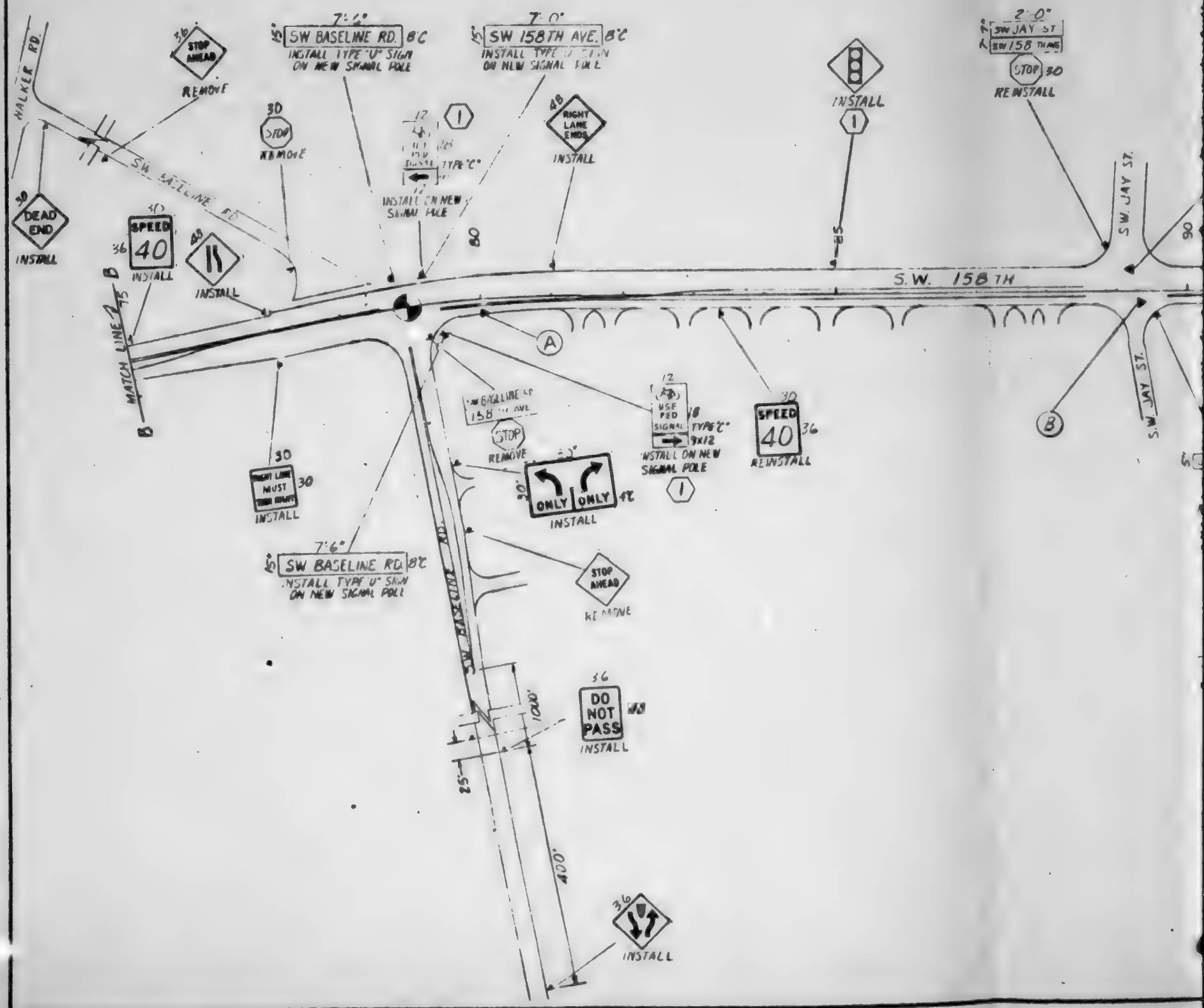
NOTE: SIGNS NOT SHOWN TO REMAIN IN PLACE

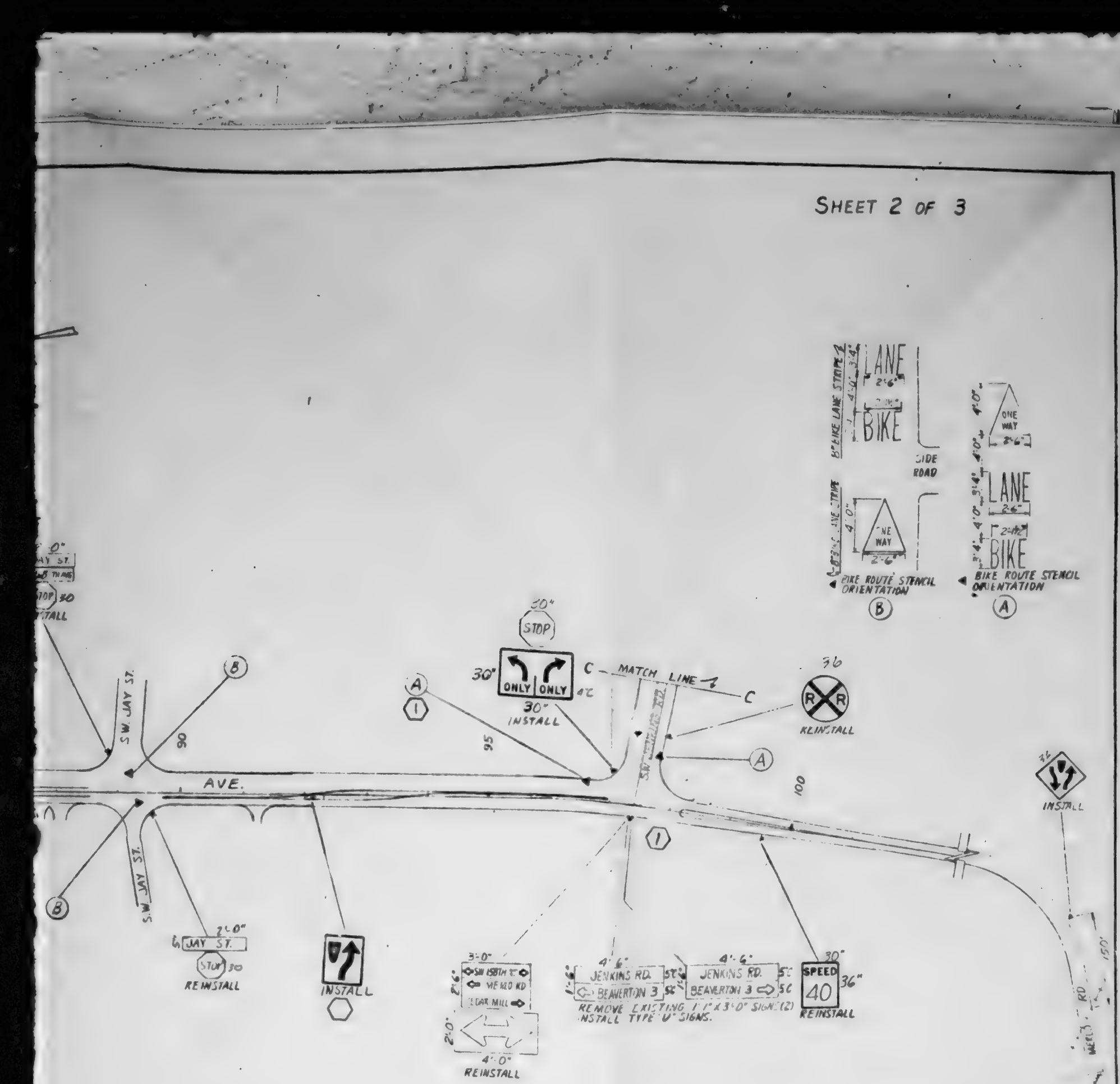
M.C. Nizlek
10/14/81

SIGNING PROJECT

S.W. CORNELL RD. - S.W. MURRAY BLVD. SEC.
FAU 9030 & 9055 WASHINGTON CO.

Action	Date	
Submitted	10-14-81	Traffic Control Supervisor
Approved	10-16-81	
	11/4/81	Traffic Engineer
		Asst. Hwy. Engr.
Accepted	11/6/81	FHWA


WALKER RD.
SW BASELINE RD.
STOP AHEAD
REMOVE
7'-0"
SW BASELINE RD. 8"C
INSTALL TYPE "U" SIGN ON NEW SIGNAL POLE
7'-0"
SW 158TH AVE. 8"C
INSTALL TYPE "U" SIGN ON NEW SIGNAL POLE
2'-0"
SW JAY ST
SW 158 TH AVE
STOP 30
REINSTALL
30 STOP
REMOVE
TYPE "C"
INSTALL ON NEW SIGNAL POLE
48 RIGHT LANE ENDS
INSTALL
INSTALL
1
30 DEAD END
INSTALL
40 SPEED 40
INSTALL
48
INSTALL
S.W. 158TH
SW JAY ST.
MATCH LINE
A
B
30 RIGHT LANE MUST TURN RIGHT
INSTALL
SW BASELINE RD
STOP
REMOVE
12 USE PED SIGNAL
TYPE "C" 9x12
INSTALL ON NEW SIGNAL POLE
30 SPEED 40
REINSTALL
ONLY ONLY
INSTALL
7'-6"
SW BASELINE RD. 8"C
INSTALL TYPE "U" SIGN ON NEW SIGNAL POLE
STOP AHEAD
REMOVE
56 DO NOT PASS
INSTALL
100'
25'
400'
36
INSTALL



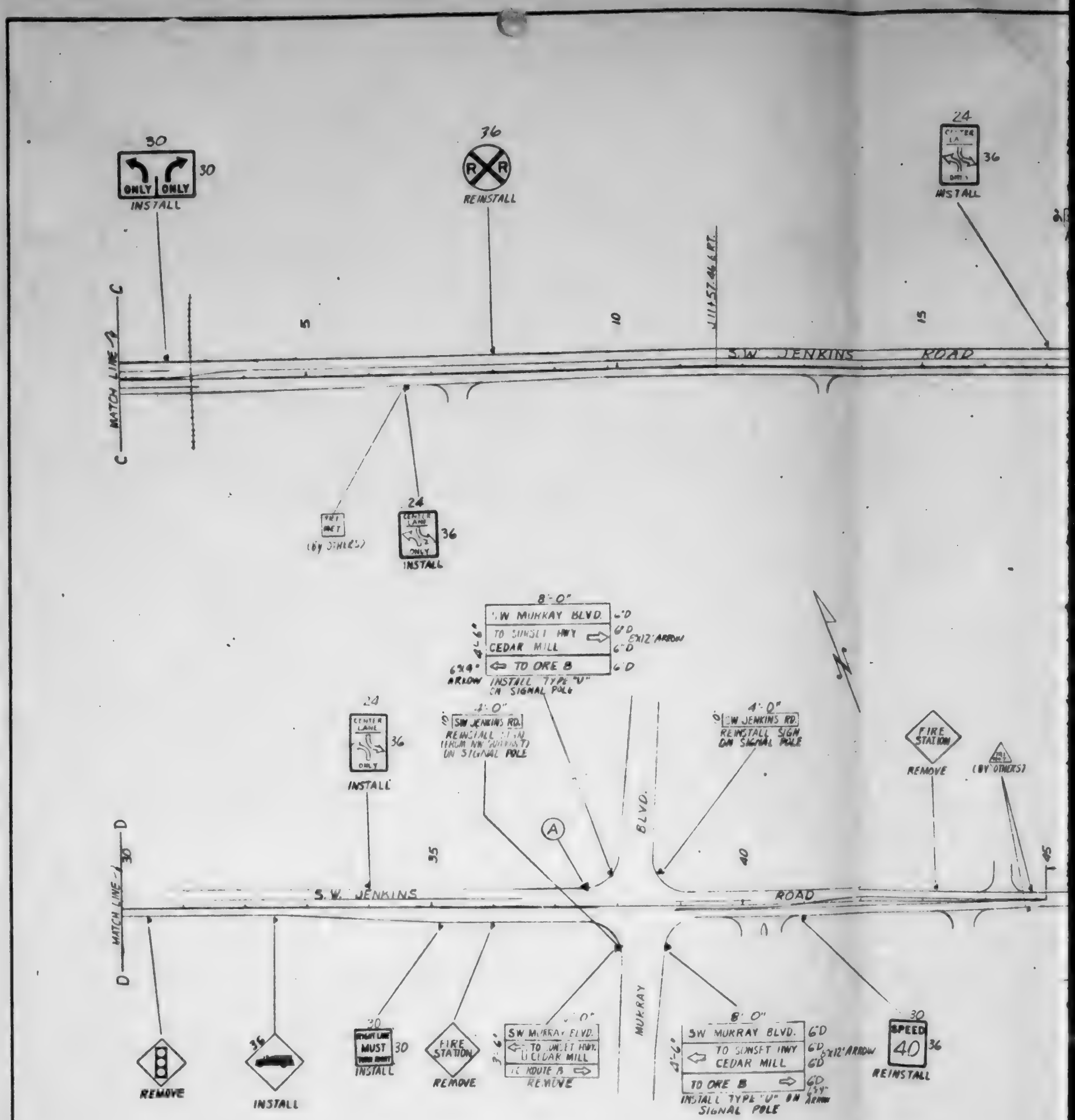
(1) Revised 10/12/81

M.C. Nizlek
10/19/81

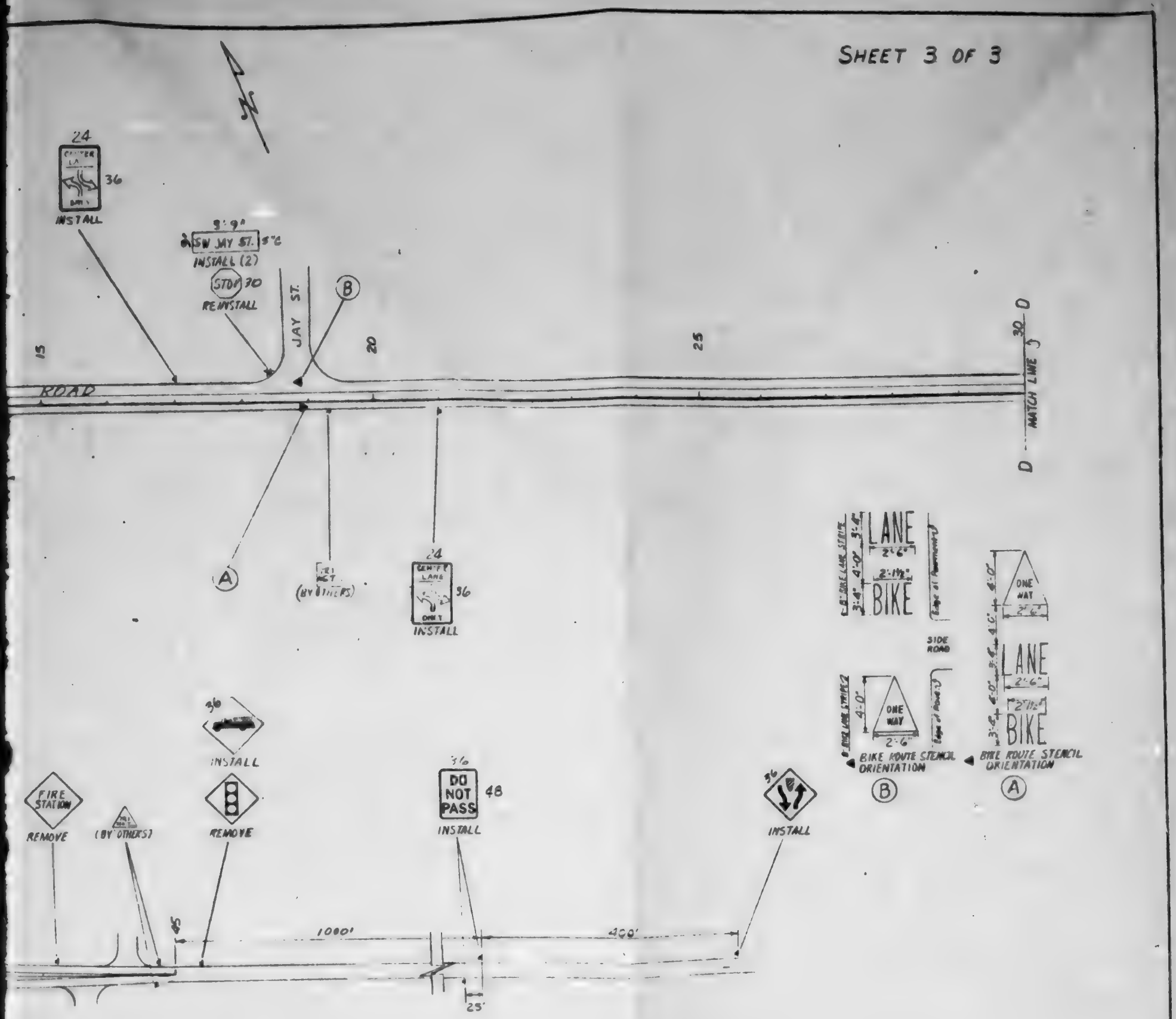
SIGNING PROJECT

S.W. CORNELL RD. - S.W. MURRAY BLVD. SEC.
FAU 9030 & 9055 (153 TH & JENKINS) ~ WASHINGTON COUNTY

Action	Date		Title
Submitted	10-1-81		Traffic
Approved	10-1-81		Dist. 2
"	11/4/81		Traffic Engr.
"	11/6/81		Dist. Hwy. Engr.
Accepted	11/12/81		FHWA


30
ONLY
ONLY
30
INSTALL
36
R
R
REINSTALL
24
36
INSTALL
MATCH LINE
C
C
5
10
S.W. JENKINS ROAD
15
24
36
INSTALL
(BY OTHERS)
8'-0"
SW MURRAY BLVD.
6"D
TO SUNSET HWY
6"D
CEDAR MILL
6"D
TO ORE 8
6"D
4'-6"
6"x9" ARROW
EXIT ARROW
INSTALL TYPE "U" ON SIGNAL POLE
24
CENTER LANE
ONLY
36
INSTALL
4'-0"
SW JENKINS RD.
REINSTALL SIGN (FROM NW CORNER) ON SIGNAL POLE
4'-0"
SW JENKINS RD.
REINSTALL SIGN ON SIGNAL POLE
FIRE STATION
REMOVE
(BY OTHERS)
BLVD.
A
35
40
45
MATCH LINE
D
D
30
S.W. JENKINS
ROAD
MURRAY
REMOVE
INSTALL
30
RIGHT LANE
MUST
TURN RIGHT
30
INSTALL
FIRE STATION
REMOVE
3'-6"
SW MURRAY BLVD.
TO SUNSET HWY.
TO ROUTE 8
REMOVE
8'-0"
SW MURRAY BLVD.
6"D
TO SUNSET HWY
CEDAR MILL
6"D
6"D
TO ORE 8
6"D
4'-6"
8"x12" ARROW
7/8"
INSTALL TYPE "U" ON SIGNAL POLE
30
SPEED
40
36
REINSTALL

SHEET 3 OF 3



M.C. Nizlek
COUN.'S APPROVAL
10/19/81
DATE

SIGNING PROJECT

S.W. CORNELL RD.-S.W. MURRAY BLVD. SEC.
FAU 9030 & 9055 (158TH-JENKINS)-WASHINGTON COUNTY

Action	Date	Signature	Title
Submitted	10-1-81		Traffic Control Engr.
Approved	10-1-81		Sign Engineer
"	11/4/81		Traffic Engineer
"	11/5/81		Dir. Eng.
Accepted	11/6/81		FHWA

9415

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

F I L E S

November 6, 1981

H. S. Coulter
State Highway Division

Footpaths and Bicycle Trails
November 19, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened November 19, 1981 on the following projects:

1. Whitney Sand Storage Shed
   Whitney Highway, Baker County
   Building

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Columbia River Highway @ Gable Road and St. Helens Commercial Center
   Columbia River Highway, Columbia County
   Traffic Signals

   Same as No. 1.

3. Columbia River Highway @ West Rainier Dike Road
   Columbia River Highway, Columbia County
   Traffic Signals

   Same as No. 1.

4. East 1st Street @ East Revere Street (Bend)
   City Streets, Deschutes County
   Traffic Signals

   Same as No. 1.

5. Pacific Highway West @ S.W. 78th Avenue (Tigard)
   Pacific Highway West, Washington County
   Traffic Signals

   Same as No. 1.

6. Westport Ferry Slip
County Road, Clatsop County
Structure

Same as No. 1.

7. S.P.R.R. Xing-Lebanon Ditch
Santiam Highway, Linn County
Grading and Paving
Primarily Overlay

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

8. City of Salem Pavement Marking
Various City Streets, Marion County
Pavement Markings

Same as No. 1.

9. Columbia River-S.E. Powell Blvd.
East Portland Freeway, Multnomah County
Building Removal

Same as No. 1.

10. Fifteenmile Creek Bridge
County Road, Wasco County
Structure

30-foot roadway on approaches and 29-foot-6-inch roadway on structure

Same as No. 7.

11. S.W. Cornell Road-S.W. Murray Blvd.
Jenkins Road and 158th Avenue, Washington County
Grading, Paving and Structure

Bike lanes and sidewalks will be constructed on this project

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9415

10-28-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO.
IX-0000(41)

LETTER OF APPROVAL AND OR AUTHORIZATION

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator

4. PROGRAM NO

5. DEPT NO.
80133

2A. COUNTY NAME
Washington

6. TO
Mr. H. S. Coulter, State Highway Engineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10-28-81	FAU 9030 and 9055	County Roads

10. GENERAL LOCATION:
SW. CORNELL ROAD - SW. MURRAY BLVD SECTION

11. GENERAL DESCRIPTION OF WORK
Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
  - * On-the-job Training $ 2,400
  - * State-furnished Software & Turn-on 3,000
  - * Signal Controller Testing 3,425
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- * ☒ OTHER (Specify) * RR Protective Svcs $ 9,950
  - * Temp & Perm Pavmt Striping(SF) 5,650
  - * Asphalt Cement Adjustment 10,000
  - * OPTCOM Testing 1,475

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's October 26, 1981 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,893,550; Federal Funds $2,459,500.

A signed copy of the Title Sheet is returned herewith.

cy w/att
11-13

RECEIVED
STATE HWY ENGR
NOV 13 '81
REFER TO
FOR
Info | Invest | R/D | O.K. | Sign | Act. | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10-28-81	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9415

10-8-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-M-9022(4)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90046

2A. COUNTY NAME: Washington

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/10/81

8. FEDERAL ROUTE NUMBER: FAU 9022

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Cornell Road at Murray Blvd.

11. GENERAL DESCRIPTION OF WORK

State Furnished Software

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~ANXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 9/10/81 as requested in Mr. Keasey's letter of 9/29/81 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $350 Federal Funds $298.

STATE HWY
OCT 15 '81
REFER TO
Machining
FOC

10-16

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/8/81	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4415

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: October 6, 1981

TO: THE FILE

File No: 334-1963

FROM: D. R. ADAMS
Project Development Manager

SUBJECT: CORNELL ROAD-MURRAY ROAD, 158th and JENKINS

Washington County has submitted modifications to the subject project. The changes, dated October 2, are substantial and will require delay of the bid opening until November 19.

It is critical that this work be advanced to meet that date and that all the revisions be incorporated into the plans in time for the letting.

A copy of the Washington County request details the revisions to be made. Their letter has been hand-carried to Salem to expedite the revisions. This memo to the file is to confirm that action and assure distribution of the requested revisions.

I am assured that these are the "last" in the series of modifications. I certainly hope so.

DRA:PE
Attachment

xc: E. S. Hunter
J. H. Versteeg
L. E. George
C. H. Duval

RECEIVED
TECHNICAL SERVICES
OCT 7 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

October 2, 1981

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

MA PDM PDE FFM SPC
ODOT - METRO

OCT 0 2 1981

BM PAR PPC FILE T/A

Mr. Robert N. Bothman
Metropolitan Administrator
ODOT
5821 NE Glisan
Portland, OR 97213

Dear Bob:

The purpose of this letter is to convey to you the County's desires with respect to the 158th Avenue (Cornell road to Jenkins Road to Murray Blvd.) project. As you will recall the addition of raised medians to the project had forced us to consider several aspects of access across the median. We now feel that with very minor modifications to the project, we can meet the needs of local residents.

The following points reference preliminary drawings received from your offices dated September 15, 1981.

1. We would request the deletion of the raised median beginning at Cornell Road and extending 1075 feet south past the existing group of residences (to Station 27+25) on the west side of the facility.

   This will allow continued access and egress to these units. Appropriate treatment of the island nose would be necessary along with pavement striping for the center lane. Upon development of the parcels on the east side, we will address the continued provision of access to these residences.

2. As noted on the drawings, we had proposed an opening in the raised median some 1850 feet south of the Cornell-158th intersection. As drawn, it was centered upon two property accessways (one to a residence, the other to a field). Our desire is to have the opening centered on the south property line (approximately Station 34+85) of the parcel on the west side. This would move the center of the opening slightly to the south.

   In addition, as noted on the drawing, we would ask that the median "snake" be pulled back sufficiently to allow access/egress to the subject driveway on the west side. Our Traffic Engineer's review indicates that this should be very feasible.

3. Moving some 800 feet further south (approximately Station 42+75) from the opening references in 2, above, we would request an opening be provided with turn bays in both directions. The south to east bay should be so located as to provide direct access to the residential drive currently in place.

4. Each turn bay referenced in 2 and 3, above, should be 200 feet in length since (re)development of this land will warrant this capacity.

5. These modifications will eliminate the need for the provision of "U" turns from Walker to Cornell. Thus, no modification to these intersections is requested except as noted by our Traffic Division on the drawings.

6. No modification is requested south of Walker until Baseline is encountered. At Baseline we would request the addition of a southbound turn bay of 200 feet length and use of the existing paved section of Baseline on the east side for an appropriate width to allow "U" turns.

   Signal design modification will be necessary.

7. To provide "cross centerline" access to parcels south of Baseline until their redevelopment, we request the deletion of the raised median south to Jay Street.

8. From Jay Street south to approximately Station 92, we request a painted turn bay. From this point south to Jenkins, the median should be built out with appropriate treatment given to the nose at the north end.

9. Throughout the project we request type B-1 curbing be specified. This will allow mounting of the median by emergency vehicles if necessary at any point.

Should any of these requests prove untenable or impact this project being bid, please inform me immediately.

Sincerely,

Larry Rice
Director of Public Works

LR:MCN:ss

9415

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8354
Date: October 6, 1981

File No: 334-1963

TO: DON TROUT
Final Project
Development Coordinator

FROM: CURT DUVAL
Metro Location Engineer

SUBJECT: S.W. Cornell Road-S.W. Murray Blvd.
Jenkins Road & 158th Avenue
Washington County

Please find attached, a permit issued by Washington County for alteration of flood plain and drainage hazard areas for subject project.

pa

Attachment

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 7 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring by
Action

Copy

WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

PLANNING DEPARTMENT
(503) 648-8761

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

September 28, 1981

Jerry Morse
Department of Public Works
150 N. First Avenue
Hillsboro, OR 97123

SW Cornell Rd – SW Murray Blvd

RE: 81-439-FP, 81-440-FP and 81-441-FP
158th and Jenkins Road Federal

Dear Jerry:

Your application for alterations of the flood plain of Cedar Mill Creek and the flood plain and Drainage Hazard Area of Willow Creek for the properties described on the attached staff report has been reviewed and found to be consistent with the criteria of Chapter 130 of the Washington County Zoning Ordinance.

The application was approved subject to the following condition:

1. The applicant shall execute, notarize, and record a Notice of Flood Plain District Alteration Permit with the Washington County Department of Records and Elections, Deed Records, within 30 days of the action of the Planning Director. A copy of the recorded notice shall be provided to the Planning Department for its record when the building permit is to be issued.

If you have any questions, please call Larry Svart, Associate Planner, at 648-8761.

Sincerely,

Richard A. Daniels
Planning Director

RAC/emc

Enclosures

CC: Division of State Lands

RECEIVED
SEP 30 1981
Public Works
Washington County

an equal opportunity employer

WASHINGTON COUNTY PLANNING DEPARTMENT
STAFF REPORT
September 28, 1981

I APPLICANT'S REQUEST:

The applicant is requesting three flood plain alteration permits in order to extend two culverts and to reconstruct a bridge in conjunction with the Federal Aid Urban widening project for SW 185th Avenue and Jenkins Road.

ITEM NUMBERS: 81-439-FP: Bridge reconstruction, SW Jenkins Road above Cedar Mill Creek.

81-440-FP: Culvert extension to carry a tributary to Willow Creek beneath SW 158th Avenue.

81-441-FP: Culvert extension to carry a tributary to Willow Creek beneath SW 158th Avenue. Install a 24" culvert for roadway drainage.

APPLICANT/OWNER: WASHINGTON COUNTY DEPARTMENT OF PUBLIC WORKS

LOCATION: 81-439-FP: 1S1 5CD, SW Jenkins Road above Cedar Mill Creek.

81-440-FP: 1N1 32C, 158th Avenue 2.515 feet north of Walker Road.

81-441-FP: 1N1 32C, 158th Avenue 1690 feet north of Walker Road

II APPLICABLE STANDARDS FOR APPROVAL:

A. Goals and State Statutes:

1. LCDC Goals 6, 7, 11, 12

B. County Standards:

1. Chapter 130, Flood Plain District, of Article II of the Washington County Community Development Ordinance requires all alterations to the 100 Year Flood Plain or to the drainage hazard area to be approved by the Planning Director.

III BASIC FINDINGS RELATED TO APPROVAL STANDARDS:

A. The "Flood Plain Series - Washington County, Oregon" indicates that the requests are located within the Cedar Mill Flood Plain (81-439-FP), the Willow Creek Flood Plain (81-441-FP), and a Drainage Hazard Area (81-440-FP).

B. The purpose of the requests are to facilitate the Federal Aid widening project for SW 158th Avenue and Jenkins Road.

C. Casefile 81-439-FP request approval to an alteration permit to reconstruct an existing bridge over Cedar Mill Creek. The present bridge is nineteen (19) feet long and thirty (30) feet wide. The new bridge will be forty (40) feet long and fifty (50) feet wide.

D. Casefile 81-440-FP request approval of an alteration permit to extend

an existing 42 inch culvert that carries a tributary to Willow Creek under SW 158th Avenue.

E. Casefile 81-441-FP request approval of an alteration permit to extend a 48 inch culvert that carries a tributary to Willow Creek beneath SW 158th Avenue.

F. In response to the criteria of Chapter 130, the applicants statements indicate that:

1. The respective elevations of the 100 Year Flood Plain and drainage hazard area will not be altered by approval of these requests.

2. The new road surface will be at the same grade as the existing road surface.

3. No increase in flow velocity is anticipated.

4. Side slope of 2/1 are proposed. The side slopes will be riprapped to prevent erosion. Those slopes which are not rip-rapped will be seeded to prevent erosion.

5. The volume of fill to extend the culvert will be minimal. The reconstruction of the bridge will result in the removal of approximately 214 cubic yards.

G. The elevation of the flood plain is 176 mean sea level where SW Jenkins crosses Cedar Mill Creek. The base of the bridge will be 176.2.

H. Several LCDC Goals apply in varying degrees to the proposed request.

Goal #6: No effect on the water quality should result from the approval of this request.

Goal #7: The alterations will not have an adverse effect on the carrying capacity of the drainageways.

Goal #11 and #12: The approval of the request will provide for the widening of SW Jenkins and 158th Avenues. Both streets are arterials, the proposed widening will allow for greater traffic capacities and safer travel.

I. The proposed request indicates cuts within the Cedar Creek Flood Plain of greater than fifty (50) cubic yards. In compliance to state lands a copy of this staff report will be sent to the Division of State Lands. A copy of their permit application #3501 for the bridge construction, Casefile 81-439-FP, is contained within this casefile

IV CONCLUSIONS

A. The proposed request satisfies the applicable LCDC Goals.

B. The proposed request satisfies the criteria of Chapter 130, Flood Plain District.

V STAFF RECOMMENDATION:

Based on the above findings, and conclusions, the Staff recommends approval of this application with the following condition:

1. The applicant shall execute, notarize, and record a Notice of Flood Plain Alteration Permit with the Washington County Department of Records and Elections, Deed Records, within thirty days of the action of the Planning Director. A copy of the recorded notice shall be provided to the Planning Department for its record when the building permit is to be issued.

VI PLANNING DIRECTOR'S ACTION:

Approval with Conditions ✓ Denial _____

Signature Rich Daniels by Rus Date 9/29/81

APPEAL PROCESS:

The action of the Planning Department may be reviewed by the Planning Commission pursuant to Section 122.3 of the Zoning Article. An appeal request may be received by the Planning Director within ten days of the initial action, and must be accompanied by the following:

1. A reference to the application sought to be reviewed;
2. A statement of the interest of the petitioner to determine his party status;
3. The specific grounds relied upon in the petition request for review;
4. The date of the decision of the final action;
5. Fee of $420.00.

MLP/emc

NOTICE OF FLOOD PLAIN DISTRICT ALTERATION PERMIT

81033244

Notice is hereby given that on September (month) 28 (day) 1981 (year), Washington County, Oregon, through its (Planning Director)(Planning Commission), took administrative action on Item No. 81-439-FP, 81-440-FP, 81-441-FP, and granted a flood plain alteration permit as authorized by Chapter 130 of Article II of the Washington County Community Development Ordinance, Relating to Zoning to Washington County Department of Public Works (Name of Applicant/Owner), for property described as 1S1 5CD, 1N1 32C, and 1N1 32C (Description of Property), wherein the applicant/owner of said property is allowed to do all those things authorized by the alteration permit.

The County recognizing that the aforesaid property is in the Flood Plain District of Washington County, hereby grants approval of the alteration permit pursuant to all the site plans, and certified engineer's plans submitted by the applicant and on file with the Washington County Department of Planning and conditions imposed by the (Planning Director or his designee)(Planning Commission). The undersigned applicant/owner agrees to comply with all requirements imposed by the Flood Plain District and the terms of the aforementioned administrative action. The County does not sanction any alteration in the Flood Plain District which is contrary to the approval granted.

DATED this 28 day of September, 19 81.

Rick Daniels by RWD
WASHINGTON COUNTY PLANNING DIRECTOR

Irene J Moore
APPLICANT/OWNER

DAISY E. MOOR NOTARY PUBLIC STATE OF OREGON

SUBSCRIBED AND SWORN TO before me this 30th day of September, 19 81.

Daisy E. Moor
Notary Public for Oregon

My Commission Expires: March 29, 1985

Return to Planning Department after recording.

STATE OF OREGON } ss
County of Washington

I, Roger Thomssen, Director of Records and Elections and Ex-Officio Recorder of Conveyances for said county, do hereby certify that the within instrument of writing was received and recorded in book of records of said county.

ROGER THOMSSEN, Director of Records & Elections

1981 SEP 30 PM 2:28

Commission), took administrative action on Item No. 81-440-FP, 81-441-FP, and granted a flood plain alteration permit as authorized by Chapter 130 of Article II of the Washington County Community Development Ordinance, Relating to Zoning to Washington County Department of Public Works, (Name of Applicant/Owner) for property described as 1S1 5CD, 1N1 32C, and 1N1 32C (Description of Property), wherein the applicant/owner of said property is allowed to do all those things authorized by the alteration permit.

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DATED this 28 day of September, 19 81.

Rick Daniels by RMD
WASHINGTON COUNTY PLANNING DIRECTOR

Thomas J. Moore
APPLICANT/OWNER

DAISY E. MOOR NOTARY PUBLIC STATE OF OREGON

SUBSCRIBED AND SWORN TO before me this 30th day of September, 19 81.

Daisy E. Moor
Notary Public for Oregon

My Commission Expires: March 29, 1985

Return to Planning Departmentafter recording.

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County of Washington

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ROGER THOMSSEN, Director of Records & Elections

1981 SEP 30 PM 2:28

9-115

Washington Co.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8354
Date: October 5, 1981

File No: 334-1963

TO: LYLE WATSON
Final Design Engineer

FROM: Curtis H. Duval
CURT DUVAL
Metro Location Engineer

SUBJECT: S.W.Cornell Road-S.W. Murray Blvd. Section
Jenkins Road & 158th Avenue
Washington County

Please find attached, a letter with attachments from Washington County requesting changes in subject project. The changes requested are significant enough that possibly an addendum to the contract advertisement should be made, or the requested changes be made to the contract and readvertised.

'pa

Attachment

cc Ed Hardt

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 5 1981
ROAD DESIGN SECTION

10-6-81 E/g

Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Board / Staudenmayer
Cole MEC Nunn
Ellson Watson
Dorr Lau
Please Do Not Copy This
BY FINAL DESIGN ENGINEER

WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

October 2, 1981

DEPT. OF PUBLIC WORKS
ROOM 201

ODOT - METRO

OCT 02 1981

BMT PAR PPC FILE T/A

Mr. Robert N. Bothman
Metropolitan Administrator
ODOT
5821 NE Glisan
Portland, OR 97213

Dear Bob:

The purpose of this letter is to convey to you the County's desires with respect to the 158th Avenue (Cornell road to Jenkins Road to Murray Blvd.) project. As you will recall the addition of raised medians to the project had forced us to consider several aspects of access across the median. We now feel that with very minor modifications to the project, we can meet the needs of local residents.

The following points reference preliminary drawings received from your offices dated September 15, 1981.

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   This will allow continued access and egress to these units. Appropriate treatment of the island nose would be necessary along with pavement striping for the center lane. Upon development of the parcels on the east side, we will address the continued provision of access to these residences.

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   In addition, as noted on the drawing, we would ask that the median "snake" be pulled back sufficiently to allow access/egress to the subject driveway on the west side. Our Traffic Engineer's review indicates that this should be very feasible.

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9. Throughout the project we request type B-1 curbing be specified. This will allow mounting of the median by emergency vehicles if necessary at any point.

Should any of these requests prove untenable or impact this project being bid, please inform me immediately.

Sincerely,

Larry Rice

Larry Rice
Director of Public Works

LR:MCN:ss

S.W. CORNELL RD.-S.W. MURRAY
FAU 9030 & 9055 (JENKINS RD & 15
WASHINGTON COUNTY

FED ROAD Div. No.	STATE	PROJECT NUMBER
10	OREGON	

SEC. 32 T1N R1W WM.

N.L.N. LEMUELA A. SPARKS DLC 59

R4-7 Above Type 1 Object marker
Post mounted
delineators (min. 3' height)

10:1 Taper

Pavement edge, raised, reflective buttons

NO SCALE

W6-1

SW 158th AVE

S 0° 37' 30" W

18" Water

2" Gas

24+12.06 P.C.

26+22.33 P.T.

3° CR
Δ = 6°18'30"
T = 105.25

Move left south + r

Profile Grade ℄ +0.50

Ground Line ℄

320 V.C.

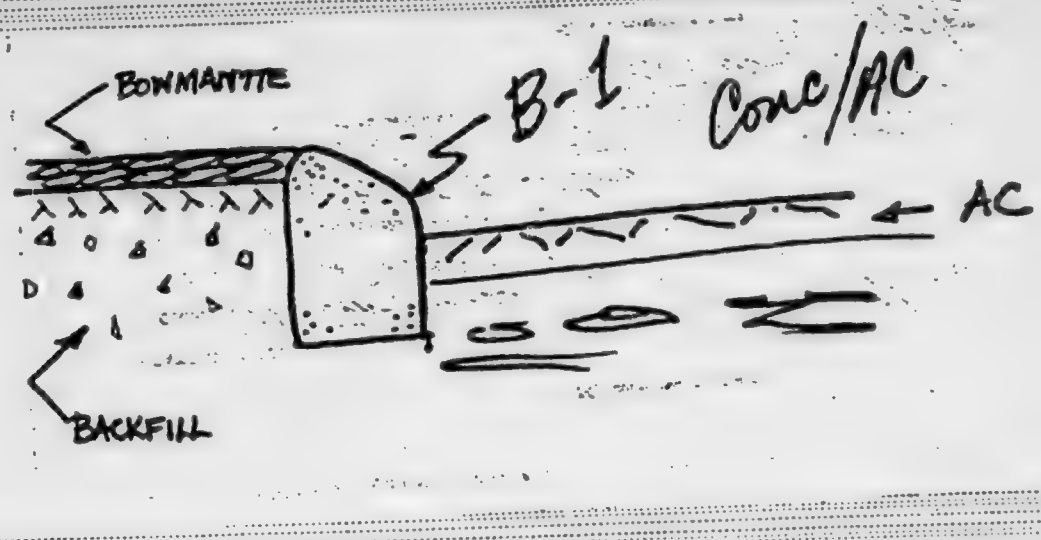
232.37

235.37

200 V.C.

-6.66

Subgrade


BONMANTTE
B-1
Conc/AC
AC
BACKFILL

1415 9-23-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-0000(41)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Washington
3. FROM: Dale E. Wilken, Division Administrator
4. PROGRAM NO.:
5. ITEM NO.: 80133
6. TO: Mr. H. S. Coulter, State Highway Engineer, State of Oregon
7. DATE AUTHORIZATION EFFECTIVE: 9-23-81
8. FEDERAL ROUTE NUMBER: FAU 9030 & 9055
9. STATE ROUTE NUMBER: County Roads
10. GENERAL LOCATION: SW. CORNELL ROAD - SW. MURRAY BLVD. SECTION
11. GENERAL DESCRIPTION OF WORK: Grade, High-type Pavement, Structure, and Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Mr. Swan's 9-23-81 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,893,550; Federal Funds $2,459,500.

RECEIVED
STATE HWY ENGR
NOV 13 '81
REFER TO Moehring
FOR
Info | Invest | R/D | D/R | Sign | Act | File

CA 11-13

14. DATE: 9-23-81
15. SIGNATURE OF APPROVING OFFICIAL: G. K. Brewer
16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9415

4.

September 16, 1981

CON 21-2

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Wilken:

Interstate Transfer Funded Project
Portland Urbanized Area

Under authority granted to me on February 2, 1979, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Industrial Freeway from the Interstate Highway System under Section 103(d)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

SW Cornell Road-SW Murray Blvd. Sec.
SW 158th Ave. (FAU 9055) & SW Jenkins
Rd. (FAU 9030)
Washington County

I have directed the Project Management Branch of the Highway Division to process this project with your office to obligate the Federal Transfer Funds as they are authorized by the Metropolitan Service District.

Sincerely,

s/ Fred Miller

F. B. Klaboe
Director

cc Metropolitan Service District
bc H. S. Coulter
D. H. Moehring
R. N. Bothman

JLG:bkc fn

Approved

9415

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 17, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80133
Project No. IX-0000(41)
S.W. Cornell Rd.-S.W. Murray Blvd. Sec.
Washington County

Attached data consists of PR-1 form with project maps for the subject project. Signal warrents will be submitted under separate cover.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 22, 1981.

Project concept was approved by letter dated September 15, 1981 to you from Mr. F.B. Klaboe, Director of the Oregon Department of Transportation.

A copy of the State Clearinghouse A-95 review was previously forwarded.

These funds are to come from the FY '81 supplemental allocation.

DRH:bkc
Attachments

cc: R.N. Bothman (Metro)
Jon Rose (Metro)
Judy Smith (Metro)
E.L. Hardt (Region 1)
Gary Zehner (w/att.)
General Files

Form 734-3122

7415 C

B/U 10-8-81

September 10, 11, 1981

Division of State Lands
1445 State Street N.E.
Salem, Oregon 97310

Attention: Marge Akers

Dear Marge:

Re: OSHD Permit No. 321
Cornell Road-SW Murray Blvd. Section
Jenkins Road FAU 9030
Washington County

Here is an application with plans for a Removal/Fill Permit on the above project. We would appreciate an early reply as this is to be constructed in October.

If you have any questions, please call.

q

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

DLT

Donald L. Trout
Final Project Development Coordinator

DLT:ls

Enclosures

Fr Don 9-11-81
This is at DSL and Marge says Fish & Wildlife may be hold up. This is on a short fuse. Can you contact F & W and get back to me? DLT

Send to:
Division of State Lands
1445 State Street
Salem, Oregon 97310

OSHD Permit No. 321
Cornell Road-SW Murray Blvd. :tion
Jenkins Road FAU 9030
Washington County

FOR DIVISION USE
Please return by _____
Date Received _____
Permit No. _____
Waterway _____
County _____

APPLICATION FOR REMOVAL OR FILL PERMIT
(ORS Chapter 541.605 et seq.)

Please Print

1. Applicant's Name _____
   Address _____ Phone _____
   City _____ State _____ Zip Code _____
2. Project Supervisor's Name _____ Phone _____
3. Property Owner's Name Washington County
   Address County Courthouse Phone _____
   City Hillsboro State Oregon Zip Code _____
4. Waterway affected by project Cedar Mill Creek Tributary of _____
   County Washington River Mile _____ Section 5 Township 1S Range 1W
   Local name for project location _____
5. Purpose(s) of project Highway improvement project
6. Describe your proposed operation (Attach additional sheet if necessary):
   See Remark #14.
7. When will project start? Fall 1981 Be completed? Summer 1982
8. Project will be: Removal XX Fill _____ Combination _____ Riprap 90 cu. yds
9. Fill will consist of: rock _____ gravel _____ sand _____ silt _____ other _____
   Removal will consist of: rock _____ gravel _____ sand _____ silt _____ other Dirt
10. Amount of Fill (cu.yds.) annually _____ total project _____
    Amount of Removal (cu. yds.) annually _____ total project 214 cu yds.
11. Where will you place surplus materials? In Roadway fills.
12. What steps do you plan to take to restore the area to its natural condition?
    All new and disturbed dirt slopes will be seeded and mulched.

Signed _____ Title _____ Date _____

CONTINUED ON BACK OF SHEET

13. List names and addresses of adjoining property owners.

14. Remarks: The proposed work in Cedar Mill Creek is for construction of a new bridge. The proposed bridge will be a single span precast concrete slab design. Class 50 loose riprap will be placed to prevent erosion. Conventional construction equipment and methods will be used.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: September 10, 1981

TO: DAVE MOEHRING
Ass't State Highway Engineer

FROM: DON ADAMS
Project Development Manager

File No: 334-1963

SUBJECT: Cornell Road to Murray Blvd.
158th/Jenkins Road Project

RECEIVED TECHNICAL SERVICES SEP 10 '81 REFER TO FOR: File Info Init Sig Rel D/M D/R

This project is a priority 2 project for Interstate Transfer Funding. It is critical that the project be programmed for construction during the current 1981 fiscal year. Up to today, September 9, all seemed to be going well, but now there is a significant problem in meeting the imposed deadline of September 18.

As late as the last schedule meeting, September 4, staff understood the project would be cleared on the usual PS&E date, approximately September 25. They were not aware of the date imposed by the FHWA division office to allow for closure of their accounts for the fiscal year. Having been made aware of the newly imposed date, they have indicated that the plan specifications will not be ready as required.

The purpose of my letter is to request that you seek an exception from FHWA for this project to allow programming to occur after September 18 but before September 30.

Washington County has made a considerable effort, as have people on our own staff, to finalize this project so obligation of funds could be accomplished this fiscal year. Considerable work has been done by the County with the local property owners to secure their participation for right-of-way and construction costs. All this effort assumed an accelerated schedule for completion. That schedule calls for contract letting this Fall. Up to the time the Federal Highway Administration advised us of the new submittal deadline date, September 18, the project was on schedule. It was only on advise of the new date that the contract letting for October was jeapordized.

The nature of the e(4) program with block grant funding eliminates the possibility to carry funding over into the following year. Therefore, this project will be reprioritized based on fiscal 1982 funding and the priorities of other competing e(4) projects. It is possible that this project would be delayed more than a year in this reprioritization process.

The Department has advised the local officials that the task of developing all the projects on the priority 1 and 2 list to contract letting this fiscal year is an accomplished fact. It is now so late in the PE process that the likelihood of pulling another e(4) job out of the contingency list and having it ready for programming on September 18 is literally impossible. I think that had we had September 18 deadline date to begin with, our work might have been scheduled in a fashion that would have achieved the completed project PS&E plans on that date.

As it stands, without this project the region will lose the funds available in the current FY81 allocation.

The project has been in development for a considerable time and there is a substantial need for the improvement in Washington County. Without programming at this time, this need could continue several years into the future. The project has strong local support and I am requesting that you request the Federal Highway Administration for an exception to their September 18 deadline date for this project to allow submittal of the project on September 25, which would be the normal PS&E date for October scheduled contract letting.

po

cc: R. N. Bothman
E. S. Hunter
J. H. Versteeg
J. D. McClure

9415

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project M-9030(-)
Cedar Mill (Jenkins Rd.) Bridge 16482
Cornell Rd.-SW. Murray Boulevard
Washington County

Date: September 9, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We received Mr. Wallace's September 4 letter in answer to our letter of September 1 on the subject project. We agree that, if the cost is more for a closed abutment, the bridge length should be left at 40 feet. The original submittal of August 19 by Mr. Tindall is approved. Please proceed with the design.

For Dale E. Wilken

cc:
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
SEP 10 '81
REC TO
FCR
Init. Hours R/W U.R. Sign A.I. File

9415

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project M-9030(-)
Cedar Mill (Jenkins Rd.) Bridge 16482
Cornell Rd.-SW. Murray Boulevard
Washington County

Date: September 1, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Tindall's submission to Mr. Bothman on the Cedar Mill Creek Bridge. The County has not recorded any overflow over the roadway and you are doubling the structure length in this submittal to take care of the 100-year flood. With a proposal to place a flood detension basin which will reduce the design flow to 1430 cfs, as compared to 1650 cfs, it would appear that a span less than 40' might be appropriate. Perhaps a 30' span with closed abutments (cantilever walls or utilizing one pile for the wall extension) might still take care of the design flow. Some economy also might be realized. Please study this structure type and let us have your comments.

For Dale E. Wilken

cc:
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
SEP 2'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9415 47

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 13, 1981

File No: 334-1967
334-1963

TO: HAL VERSTEEG
Road Design Engineer

FROM: D. R. ADAMS
Project Development Manager

SUBJECT: Medians on Sunset to Walker Road - #9456
Cornell to Murray Road Projects - #9415

Washington County Commission wants to bid the projects with and without raised medians. The"with"raised medians would contain a Bomanite surface treatment and landscaping. The"without"raised median would be a continuous left-turn median.

This is to request that you implement this bidding proposal for the County as I discussed with Lyle Watson last week.

County Commission is uncertain at this time whether or not they wish to continue to support raised medians; however, they have set in motion a decision process so that by the time the bids are open, the County will have a position established.

po

I don't agree Hal

cc: Marty Nizlek

1 Versteeg 1
Anderson
2 Christens Hal
Olson
3 Sullivan
Terpin
RECEIVED
AUG 14 1981
ROAD DESIGN SECTION
Do Not Use
Return To
Filing
Action

9415

August 3, 1981

Board of County Commissioners
Washington County
150 First North - Room 418
Hillsboro, OR 97123

AGR 4

Attention: Roger Thomssen
Director of Records and Elections

MISC. CONTRACTS and
AGREEMENTS No. 5127

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Cornell Road-Murray Boulevard Section of 158th Avenue and Jenkins Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

9415

L.

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILE

DATE: August 12, 1981

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Cedar Mill Creek
S.W. 158th-S.W. Murray Blvd. Sec.
Jenkins Road
Washington County

NOTED
H.S.COULTER

ADDENDUM #1

The following is a reply to the questions raised in the Federal Highway Administration's memorandum HBR-OR/380.2 dated August 7, 1981.

Washington County was contacted about whether or not a regulatory floodway has been established on Cedar Mill Creek. A regulatory floodway has not been established and there are no future plans to establish one. The present policy is that any development within the 100-year floodplain must be approved by their Planning Department. The consulting engineering firm responsible for designing the proposed upstream detention basin was also contacted. The detention basin is designed for the 25-year flood with the outlet structure designed in such a manner as to pass floods greater than the 25-year with no reduction in peak flow. The detention basin will, therefore, have no effect on the 100-year flood peak at Jenkins Road. Hopefully a construction contract can be awarded this September with construction being completed by late fall or early winter of this year.

DWB:ge

cc H. S. Coulter w/attachment
Frank Terpin "
Walt Hart "
Herb Schell, FHWA

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Contains Recycled Materials
81 125 1387

9415

L.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS-0000(-)
Cedar Mill Cr. Br., 158th & SW. Murray Blvd.
Jenkins Road, Washington County
Hydraulic Report

Date: August 7, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR/380.2

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Bryson's hydraulic report of June 22 on the Cedar Mill Creek Bridge site on Jenkins Road in Washington County. We cannot tell if FEMA and local governmental agency have agreed on a regulatory floodway. If they have, what effect does the design have on a 100-year flood and on the floodway? If there is a significant encroachment, is this the only practical alternate? Also, a detention basin is described which will have an effect on the flood expected over the roadway. What is the time element in completing this basin?

It would be helpful to address these questions before completing the review.

For Dale E. Wilken

cc:
OSHD (R L Lenz, Loc)
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
8/11

9415

AGR

STATE OF OREGON

INTEROFFICE MEMO files

TO: Ken Rolfe
Region 1 R/W Supervisor

DATE: July 16, 1981

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT:

MISC. CONTRACTS and AGREEMENTS No. 7543

Agreement 186
Cornell Road to Murray Road
on S. W. 158th Avenue
WASHINGTON County

Attached are two copies of the subject agreement.

Prefix for the project will be 134-8238.

AE
mp
Attach.

cc: Finance, w/c
Comm. Serv., w/orig.
Local Gov't Programs, w/c
Appraisal, w/c

noted in agree book

9415 C

Wash Co.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 14, 1981

File No: 334-1967

TO: LYLE WATSON
Final Design Supervisor

FROM: CURT DUVAL
Metro Loc. Engineer

SUBJECT: Cornell Rd. - S.W. Murray Blvd.
158th Ave. - S.W. Jenkins Rd.
Washington County

Please find attached, for subject project, a copy of Larry Rice's letter pertaining to the Bomanite pattern and tint, the location of the planter openings and to the species of tree and ground cover to be planted.

po

Attachment

1 Versteeg
3 2 Anderson
Christensen
4 Olson
5 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 15 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
An
Wakerlig

JUL 15 1981
ROAD DESIGN SECTION

WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

July 9, 1981

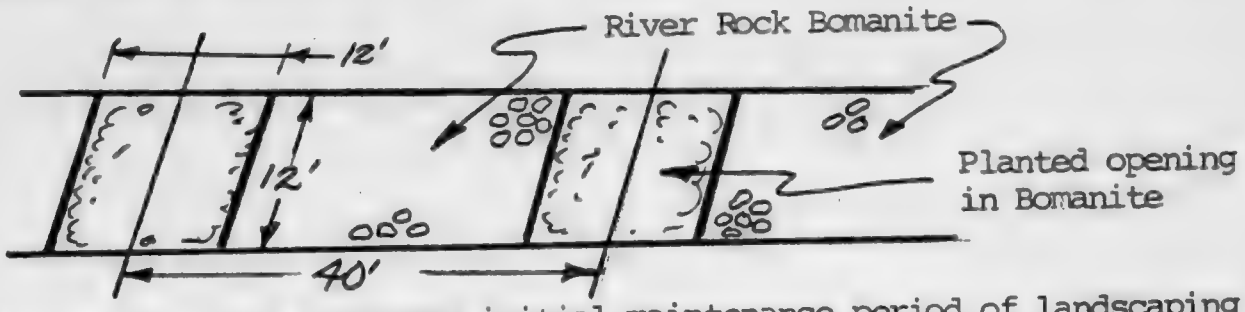
DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

Mr. Curt Duval
Project Engineer
ODOT
5821 NE Glisan
Portland, OR 97213

Dear Curt:

This letter pertains to the issue of median design for the 158th and 185th projects. Washington County Planning and Public Works Departments have reached agreement on an acceptable choice of Bomanite pattern and tint. The river rock (6 inch to 12 inch diameter) pattern with the Cobblestone Gray color should be specified.

It is also desired that planted areas be added on forty foot centers. These locations would contain one Red Sunset (Scarlet) Maple planted on center plus a broad leaf ivy ground cover. Thus the general dimensions of the full section medians would be as shown below:



I would assume that the necessary initial maintenance period of landscaping would be provided by the project.

I hope that resolution of this item allows these projects to proceed to final specification. Let me know of any other problems.

Sincerely,

Larry Rice
Director of Public Works

LR:MCN:ss

an equal opportunity employer

June 20, 1978

Washington County Board of Commissioners
Courthouse
Hillsboro, OR 97123

Attention: JoAnn Johansen
Recording Secretary

MISC. CONTRACTS and
AGREEMENTS No. 5977

Gentlemen:

Attached for your files is a fully executed copy of an agreement for improvement of the Cornell Road-Murray Boulevard Section, 158th Avenue, FAU 9055, and Jenkins Road, FAU 9030.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachment

bc: Don Harwell (agreement attached)

4415

May 9, 1978

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, Oregon 97301

RE: Cornell Rd. Interchange-Jenkins Rd.
FAU 9065 158th Avenue
SW 158th Avenue-SW Murray Boulevard
FAU 9030, Jenkins Road

Dear Mr. Green:

The attached assessment was sent to you on the subject project on September 23, 1977 as a Category 2 Major Action requiring the preparation of a draft and final impact statement. Your concurrence was dated October 17, 1977.

It appears that an error was made in the classification of the project, since initial discussions with Washington County, FHWA, Metro staff and Environmental Section staff indicated the project should be categorized as Category 3, Major, non-significant. Recent discussions I had with the participants at this meeting substantiate this.

Your concurrence is requested that the subject projects are appropriately categorized as Category 3, Major-non-significant, requiring the preparation of a draft and final negative declaration.

Sincerely,
ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter
Manager
Environmental Section

RECEIVED
TECHNICAL SERVICES
MAY 10 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

GAP:ss

Attachment

bc: E. S. Hunter
D. H. Moehring
R. N. Bothman

9415

L.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

METROPOLITAN SECTION

5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

December 22, 1977

JOHN CROCKETT
Director of Public Works
Washington County
150 N. First Avenue
Hillsboro, OR 97123

Subject: Agreement Revision
Cornell Road-S.W. Murray Boulevard
S.W. Jenkins (FAU9055)/S.W. 158th Avenue (FAU9030)
Washington County

This is to confirm your request, discussed at our December 16 meeting, that Washington County desires to perform all phases of preliminary engineering for the subject project. The preliminary engineering will include conducting the field survey, prepare or engage a consultant to prepare the draft and final environmental impact statements. As a function of preliminary engineering, conduct a public involvement program and the required public hearing in conformance to federal statutes, regulations and the Oregon Action Plan.

Following FHWA project approval, the State, if required, will prepare a separate supplemental right-of-way acquisition agreement if desired by the County. During the right-of-way acquisition stage, the State will prepare final design plans, specifications and preparation for awarding all contracts, and supervise the construction of the project.

By copy of this letter, I am requesting our Program Management Engineer to proceed with a new agreement to supersede the previously approved Construction/Finance agreement on the project.

JAMES D. McCLURE
Project Development Engineer

JDM/ldo
cc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
F. E. Terpin
M. J. Klotz
E. C. Purdy
Wally Bryant

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
DEC 23 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | ct | File

(#2) 9415

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

November 7, 1977

TO Executive Department
Federal Aid Coordination Unit

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Cornell Rd. Intchge.-Jenkins Rd. & SW 158th-SW Murray Blvd.
Highway: S.W. 158th Ave. & S.W. Jenkins Rd.
County: Washington

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 5, 1977.

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1: E. L. Hardt
District 2: W. W. Geibel
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR
NOV 8 '77
REFER TO
FOR
Info | Invest | R/D | D-R | Sign | Act | File

NOTED
H.S.COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: Dept. of Transportation	[45	46] DIVISION: Highway		[79
03	12] APPLICANT ADDRESS STREET: ODOT Building	[45	46] CITY: Salem	[60	76] ZIP: 97310
04	12] CONTACT PERSON: D. H. Moehring	[45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6563 [59
01	12] PROJECT TITLE: Cornell Rd. Intchge.-Jenkins Rd. & S.W. 158th-S.W. Murray Blvd.				[71
11	12] PROJECT LOCATION—CITY: S.W. 158th Ave. and S.W. Jenkins Road		PROJECT LOCATION—COUNTY: Washington		PROJECT LOCATION SEC: T: R: [79
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)				
06	12] The project would widen the existing two lane rural standard highway to four lanes				[71
07	12] with left turn median and sidewalk/bikeway from Southwest Murray Blvd. to Walker Rd.;				[71
08	12] widen and upgrade structurally Northwest 158th Avenue from Walker Rd. to Cornell				[71
09	12] Road; signalize the intersection at 158th and Walker Rd.; determine traffic control				[71
10	12] devices required at other intersections; and widen the existing structure over Cedar Mill Creek. (SEE ATTACHMENT)				[71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	1,225,500	--	99,750	99,750	--	1,425,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways	[71
15	12] FEDERAL AGENCY NAME: US Dept. of Transportation [45	46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?			(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Date:	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	November 7, 1977	[X] 31	[ ] 32	[ ] 33	[ ] 34	[ ] 35	[ ] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	December	5	1977

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: November 7, 1977

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a category 2 project of major significant environmental impact under Oregon's Action Plan.

CATEGORY 2 PROJECT

MAJOR - SIG.

M-9030 (-)

M-9055 (-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date September 26, 1977

Section S.W. Murray Blvd. to Cornell Rd.

Unit (if appl) _____

County Washington

City _____

Highway S.W. Jenkins and S.W. 158th Ave.

State Hwy. No. _____

Termini: M.P.(if appl) _____

Length 2.4 miles

Region I

Construction Estimate $1,425,000
Program Amount

B. Purpose of Project: To construct an urban standard facility to replace the existing rural 2-lane facility so it will be capable of carrying Increased traffic volumes which are expected to be generated at developing and planned industrial sites in the area. The project will also make it possible to reroute trucks away from the residential areas on Murray Boulevard between Walker Road and Sunset Highway. The project will provide an improved alternative access to the Sunset Highway from points south.

C. Origin & History of Project: The existing roads were built to accommodate rural-suburban use, but the county has reclassified them as arterial streets in the ITP. The county has designated many of the adjacent parcels for industrial development and therefore desires improvement of the streets to service the proposed developments.

Local residents have strongly objected to the proximity of the industrial development--particularly a Burlington Northern industrial park and shipping yard--largely because of the traffic and noise it will generate. The improvement of Jenkins and 158th Avenue were proposed to reduce some of the neighborhood impacts along Murray Boulevard.

D. General Description of Project: The project would widen the existing two lane rural standard highway to four lanes with left turn median and sidewalk/bikeway from Southwest Murray Boulevard to Walker Road; widen and upgrade structurally Northwest 158th Avenue from Walker Road to Cornell Road; signalize the intersection at 158th and Walker Road; determine traffic control devices required at other intersections; and widen the existing structure over Cedar Mill Creek.

Alignment: New _____ Existing X Combined _____

Typical Section: Existing: No. Lanes 2 ; Med. no ; Shldrs. 3-6' s/w ; Parking no

Proposed: No. Lanes 4 ; Med. 16' ; Shldrs. curbs ; Parking no

Traffic: Existing Facility: Existing ADT 6,000 ; Projected ADT 24,000 ; Yr. 1996

Existing Level of Service B

Proposed Facility: Projected ADT 24,000 ; Yr. 1996

Projected Level of Service B

Right of Way: Additional anticipated yes ; if yes, give approx. No. Parcels 15-30
Yes, No

Acres 3 ; Type of Relocation Req. none ; No. -

Materials Source, Borrow, Waste Disposal Requirements, if any: Borrow source and amounts to be determined during location survey.

Type of Structure(s): Existing 2-lane concrete bridge at Cedar Mill Creek on Jenkins Road will be widened to accommodate 4 lanes and sidewalk.

Brief Description of River or Stream and Type of Involvement, if any: Cedar Mill Creek bridge widening would require placement of embankment for bridge abutments and approaches. A small area of streamside wetland which would have been filled by the bridge enlargement has already been filled and partially graded by work at the Burlington Northern site. The stream is 6-8 feet wide, has a very low gradient, and flows southwest to Beaverton Creek.

Local City, County or COG priorities of project: Included in CRAG TIP. County describes it as a high priority.

FHWA and/or OSHD approvals given, if any: None to date.

Location or Design Alternatives (identify and describe): A no-build option would maintain the existing facilities. The rural standard base design, however would be relatively difficult and expensive to maintain under the expected increases in heavy truck traffic. Existing surfaces on Murray, Jenkins, and 158th Avenue would deteriorate more rapidly, and it would be more difficult to require use of Jenkins-158th Avenue rather than Murray as a truck route. Existing facilities would not have sufficient capacity to accommodate projected land uses.

Other Descriptive Information or Comments: This improvement advances the county's intention to develop a north/south corridor between the Tualatin Valley (T.V.) Highway and Sunset Highway. The county has plans to extend 158th south from Merlo Road to T.V. Highway.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: South of Walker Road, the project area is flat to gently rolling. The land becomes increasingly hilly from Walker Road north to the Sunset Highway.

   The area south of Jenkins Road between 158th and Murray is a contract State Wildlife Refuge with wooded wetland along Cedar Mill Creek and thick stands of mixed hardwoods dominated by oak. It provides excellent habitat for birds and small game. Some of it lies within the limits of the 100-year flood plain designated by Washington County and cannot be developed for industrial, commercial, or residential uses. Washington County plans heavy development for other portions.

   The soils consist of clays and silt loams typical in the Tualatin Valley Floor.

   Cedar Mill Creek is a small, low-gradient stream as it crosses the project area from the Burlington Northern industrial property north of Jenkins Road. It is not considered significant as game fish habitat.

2. Cultural: The project area is presently rural in character, but is actively in the process of transition to urban uses. Washington County plans to convert all of the buildable surrounding area to urban uses with industrial use on the eastside of 158th from Sunset Highway to T.V. Highway. Residential designations are being planned on the westside of 158th from Jenkins Road intersection to Sunset Highway. The county also has proposals to extend 158th Avenue beyond its present terminus at Merlo Road, to T.V. Highway, where it would connect with 160th Avenue and continue southward.

   At present, the former Windolph Farms property, circumscribed by Jenkins, 158th, Walker, and Murray, is being developed as a large industrial park by Burlington Northern. This will be a heavy generator of traffic with a large percentage of trucks. Tualatin Hills Park and Recreation District is constructing a regional recreational activity center east of 158th just north of Walker Road. Adequate setbacks and right-of-way dedication are incorporated in their plans to minimize impacts of the widening of 158th Avenue. Eighteen residences front on 158th Avenue; 15 of these are between 50 and 75 feet from the existing centerline. Tektronix, the largest single employer in the county has access on Jenkins Road, east of Murray, and on Murray Boulevard north of Jenkins.

   PGE and General Telephone share utility poles along the westside of 158th and the northside of Jenkins. A 16" sewer line is attached to the northside of the Cedar Mill Creek Bridge on Jenkins. A Northwest Natural Gas line parallels the south-side of Jenkins. A railroad spur, gas line, petroleum line, and Bonneville Power lines cross Jenkins between 158th Avenue and Cedar Mill Creek Bridge. A large PGE substation is located west of the intersection of 158th and Jenkins Road.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Washington County requires right-of-way dedication and some payments to cover construction costs, as a condition of plan and zone change approvals, from developers and property owners. This insures incorporation of the highway widening into site plans, minimizing property damages. Some right-of-way may be required from existing residents which are already as close as 50 feet from the highway centerline.
2. Estimated Impact on Traffic Patterns: The project should reduce existing truck traffic through residential areas south of Walker Road on Murray Boulevard by diverting it to 158th Avenue for access to Sunset Highway. The increased highway capacity will permit more traffic-generating land uses to be constructed along the project, eventually increasing loads on related principal arterials (Sunset Highway).
   Consequences--Air Quality, Noise, Safety, etc.: Air pollutants and noise levels will increase as development of the proposed industrial and intensive recreational facilities proceed. While residents on Murray Boulevard will be spared some of the increased traffic noise, those along 158th Avenue will experience worsening conditions. Air quality is likely to be adversely affected in residential areas northeast and south of the industrial zones.
3. Estimated Impact on Land Use: The proposed project is looked upon by the county as an integral part of intended land use changes in the area. Under these conditions, the highway is not considered a primary causative agent in the ensuing land use changes, but is a necessary component of them and facilitation of the change.

   Consequences: Expansion of 158th and Jenkins will produce a highway facility which has the capacity to service development planned for the area. Spill over effects of that development may require the construction of other such highway facilities.

4. Expected Impact on Natural Ecological Resources: The small amount of wetland which would have been affected by the widening of Cedar Mill Creek Bridge has already been destroyed by Burlington Northern activities. The loss of habitat is not significant compared to the amount of even better habitat available nearby. The wildlife refuge south of Jenkins will not be directly affected.

   Consequences: No significant effects directly attributable to the highway. Associated development will have much more significant effects, though some of the flood plain will be reserved for more natural settings.

5. Expected Impact on Cultural and Scenic Resources: Some reduction in existing pastoral quality of the area, but the pastoral quality of the area will be short-lived in the milieu of ongoing urbanization. A cultural resource survey may be required.

   Consequences: No significant direct effects.

6. Preliminary Identification of Areas of Critical Concern:
   a. Control of construction activities adjacent to the wildlife refuge along the southside of Jenkins Road
   b. Control of silt around Cedar Mill Creek

7. Potential for Controversial Issues: None identified at this time. Adjacent developers support the proposal since it improves their prospects for profit and supports plan and zone amendments they request.

8. Potential for Consistency of Proposal With:

   a. Clean Air Implementation Plans - The project may temporarily reduce exposure of existing residential areas to pollutants from traffic which would otherwise use Murray, but ensuing industrial and residential development and increasing traffic is likely to result in a net increased exposure of people to pollutants. An indirect source permit is required by DEQ.

   b. Noise Standards - Projected traffic would bring noise levels at existing sensitive receptors (residences) well above L_{10}=70dBA. Washington County plans redevelopment with improved setbacks eventually. Fifteen houses would be affected and mitigation would be difficult. A noise study report will be prepared.

   c. Water Quality Standards - Roadway and parking lot runoff and associated contaminants will increase. Construction will temporarily increase stream turbidity, but steps will be taken to minimize silt flow to Cedar Mill Creek.

   d. Area Land Use and Transportation Plans, and Zoning - The proposed project is part of Washington County's plans for changes in land use.

C. Recommended Type of Action and Documentation:

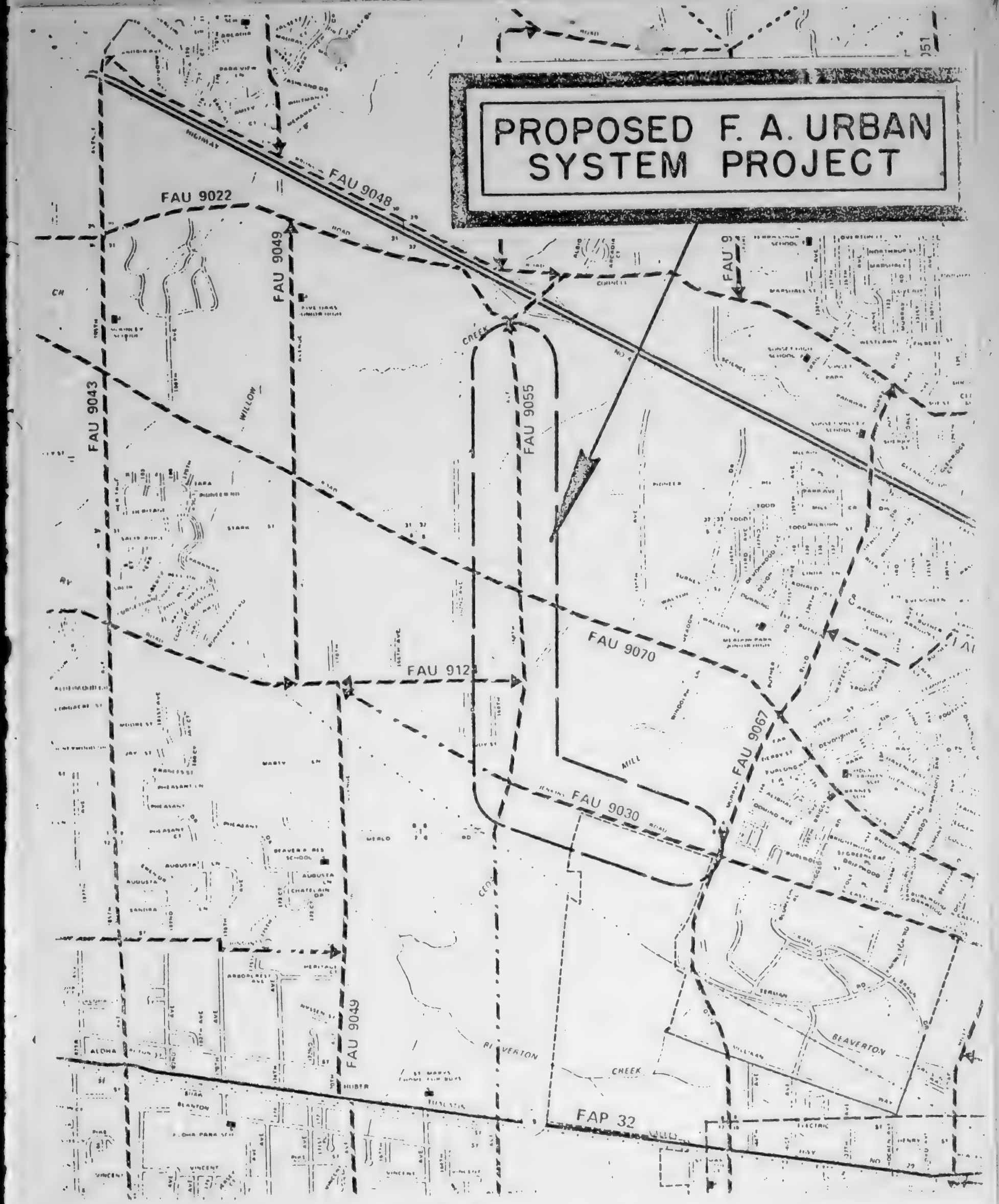
----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

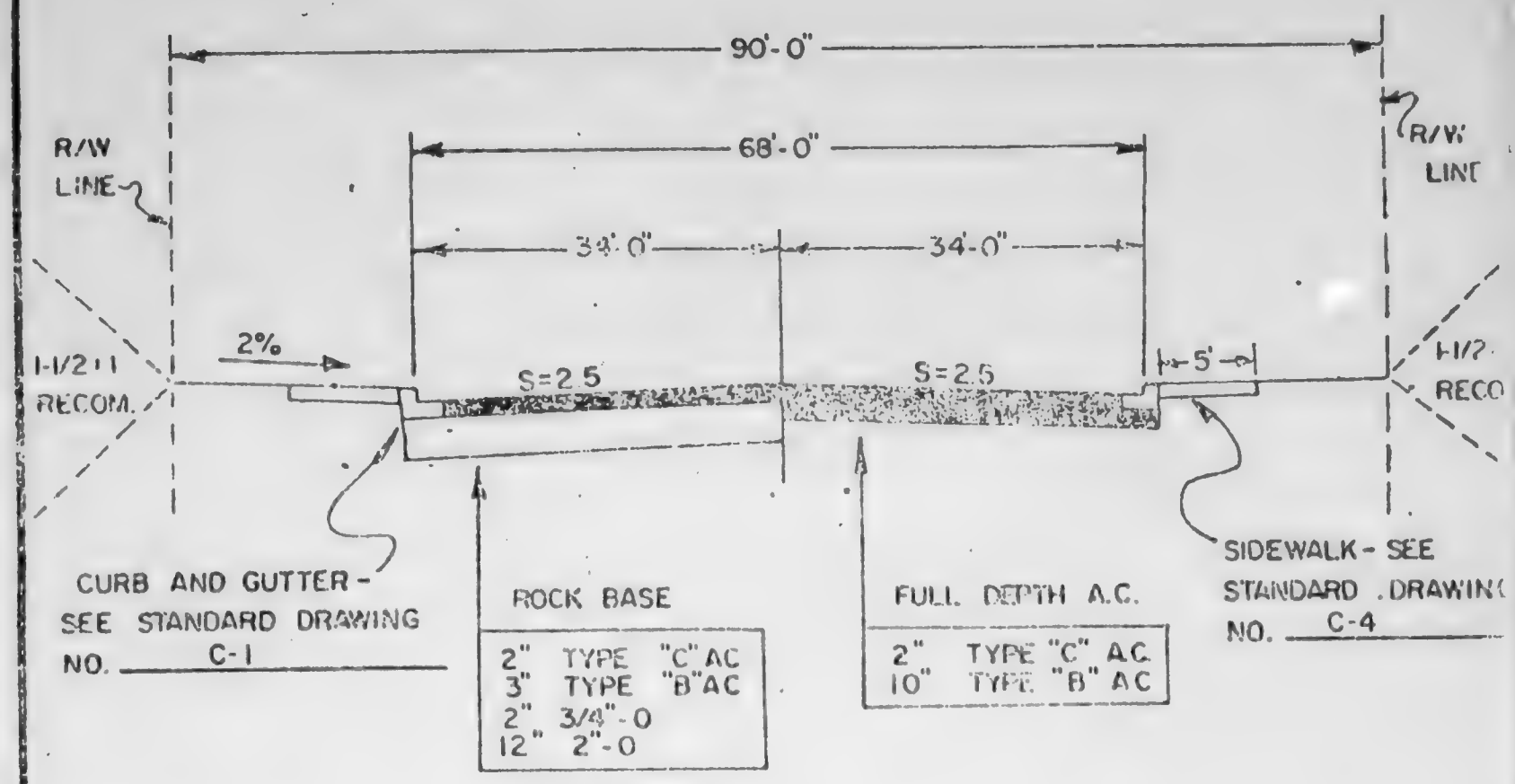
SIGNIFICANT:	NON-SIGNIFICANT:	
_X_ D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 _X_ 2 ____ 3 ____ 4

PROPOSED F. A. URBAN SYSTEM PROJECT





NOTE:

ALTERNATE LOCATION OF SIDEWALK IS 0.5' FROM R/W LINE

	9-13-73	REVISED 5-3-74	DEPT OF PUBLIC WORKS TYPICAL CROSS-SECTION OF AN ARTERIAL STREET

9415

STATE OF OREGON

INTEROFFICE MEMO

2.

DATE: October 31, 1977

TO: E. S. Hunter
Technical Services Engineer

FROM: for Gerald Wimer
Local Government Programs Engineer

SUBJECT: PROJECT ASSESSMENT
Cornell Road Interchange-Jenkins Road
S.W. 158th Avenue-S.W. Murray Blvd.
Washington County

Attached for your information is an assessment, concurred in by the Federal Highway Administration.

Program Management classifies this section as a Category 2 project of Major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:dpy

Attachment

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin (3)
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
Region 1 : Ed Hardt
District 2 : W. W. Geibel
Region 1 Geologist: Dan Gano
B. L. Gifford

APPROVED
E J H
DEPUTY STATE HIGHWAY ENGINEER
Date 10-28-77

81-125-1307

145

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 17, 1977

In reply refer to: HA1-OR

SUBJECT: Oregon Project No. M-9030(-) & M-9055(-)
Cornell Road Interchange-Jenkins Road
S.W. 158th Avenue-S.W. Murray Blvd
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Wimer's 9-28-77 memorandum has been reviewed.

We concur with your finding that the proposed project constitutes a major action requiring the preparation of an Environmental Impact Statement. We also concur that a noise study report will be necessary.

The proposed standards, design and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

G. L. Green

cc:
ODOT (Potter, Env Sec)
ODOT (Laux, Proj Mgmt & Oper)
OSHD (Region 1, Markham)

RECEIVED
STATE HWY ENGR
OCT 20 '77
REFER TO
FOR
Info | Init | R.D | D/R | Asst | Asst | File

9415

February 9, 1977

Washington County Board of Commissioners
Courthouse
Hillsboro, OR 97123

Attention: Roger Thomsen
Director of Records & Elections

MISC. CONTRACTS and
AGREEMENTS No. 5977

Gentlemen:

Attached for your files is a fully executed copy of an agreement to widen and improve 158th Avenue and Jenkins Road under the Urban System Program.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

9415

DATE: November 15, 1976

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Federal Aid Urban System Project Requests

On the Consent Calendar for the November 23 meeting will be two requests for Urban System projects.

Washington County is requesting a $121,000 preliminary engineering project to prepare final plans for construction of a four-lane section on 158th Avenue and Jenkins Road.

A $350,000 project to construct an off-ramp from the southbound lanes at the Beaverton-Tigard Highway to Scholls Ferry Road is being requested by the State Highway Division. State will provide all the matching funds for this project.

Federal Urban System funds for these two projects are estimated at $405,060 with the State providing approximately $57,470 in match funds and $8,470 being contributed by Washington County.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. I recommend your approval of these projects.

Att.

GEZ:dp ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
R. N. Bothman
W. J. Hart, Region 1
L. W. Rulien
L. E. George
V. E. Skoog
D. N. Harwell
George Bell

WASHINGTON COUNTY
Proposed Urban System Project

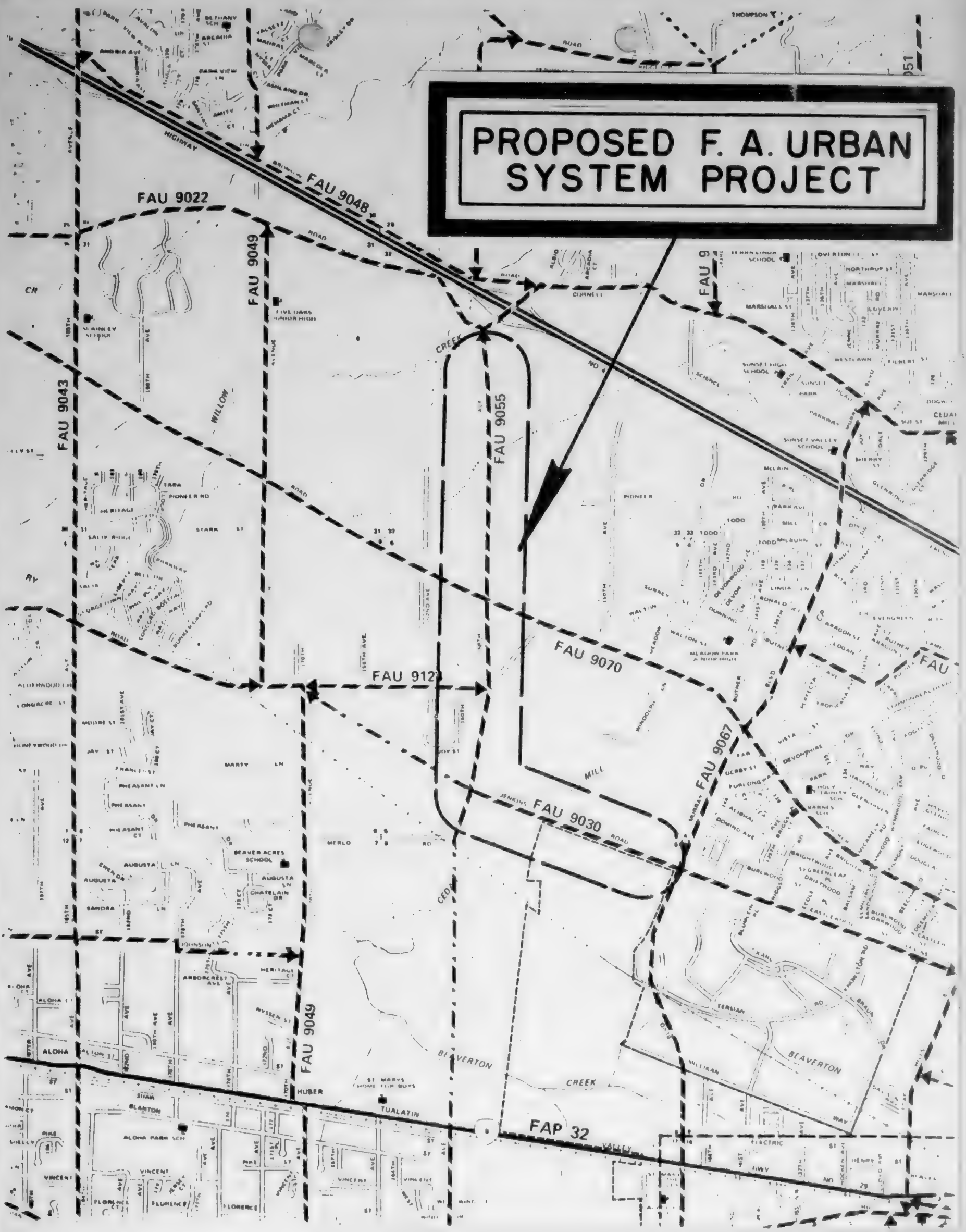
Cornell Road-Murray Boulevard Section
158th Avenue (FAU 9055) and Jenkins Road (FAU 9030)
Preliminary Engineering
2.3 miles
$121,000

This preliminary engineering project entails all the work necessary to prepare final plans for widening and improving 158th Avenue and Jenkins Road to a four-lane section with a left-turn median. The work will include field surveys, environmental statements, public hearings and final design elements.

State will perform the bulk of the preliminary engineering.

76-k
11/10/76

PROPOSED F. A. URBAN SYSTEM PROJECT



1982 Curry County Pavement Marking Project No. 2 on various county roads. 9416

CHA 7495 5-29-81

1-10-83

cc: OSHD (Coulter)
9416

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Curry	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
1/10/83	W. N. Bryant, Area Engineer		PMS-000S(104)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
5/26/82	10/12/82	87 %	100 CWD
APPROVED EXTENSIONS	**LOCATION**		
None	Intermittent locations along various Curry County roads		

*~~The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.~~
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CURRY COUNTY PAVEMENT MARKING PROJECT NO. 2
VARIOUS COUNTY ROADS
Delineators and Pavement Markers

This project provided for the installation of roadside delineators and raised pavement markers along various sections of county roads. A contract in the bid amount of $88,730.02 was awarded Coral Construction Co., Canby, Oregon on 12/22/81. Work began on 3/22/82 and was completed in reasonably close conformance with the approved plans and specifications and the MUTCD on 5/26/82 at a final cost of $87,587.64, which includes $75,587.64 for original bid item work and $12,000.00 for construction engineering.

A total of 87 CWD were used as compared to the 100 CWD allowed under the contract. All materials incorporated into the work were found to meet specification requiements. The original construction engineering overran the original authorized amount by approximately 35 percent because of the distance of the work from the office (4 hours travel time) which required payment of expenses for a three man crew during original staking out work.

NOTED
W. E. SCHWARTZ cj
1/17

RECEIVED
STATE HWY ENGR
JAN 17 '83
REFER TO
Keasey
FOR

Info	Invest	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE Original Signed By G. K. HOSSNER G. K. Hossner Field Operations Engineer	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9416

October 27, 1982

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#9416

Gentlemen or Ladies:

On October 14, 1982, we wrote to you concerning release of final payment on Contract No. 9416 awarded to Coral Construction Company for the Curry County Pavement Marking Project No. 2.

Final payment on this contract is $902.00 and the total contract amount is $75,489.64. No work was performed under force account.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

js
cc: Coral Construction Company
P. O. Box 347
Wilsonville, OR 97070

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: C. T. Keasey
Walt Hart
A. Shirley

94116

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION	Curry County Pavement Marking Project No. 2
WEEK ENDING	June 12, 1982
SECTION PREFIX	508 - 1065
HIGHWAY	Various County Roads
COUNTY	Curry
NAME OF JOB	Curry Co. Pavement Marking Project No. 2, Delineators and Raised Pavement Markers
CONTRACTOR	Coral Construction Co.
CONTRACT NUMBER	9416
FEDERAL AID PROJECT NUMBER	PMS-000s(104)
DATE OF CONTRACT	December 22,1981
DATE WORK STARTED	March 24, 1982
ESTIMATED COMPLETION DATE	May 26, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS
	SPECIFIED CALENDAR DAYS 100 CWD
	WORK DAYS USED
	CALENDAR DAYS USED 87 CWD
	SPECIFIED COMPLETION DATE
	PERCENT OF TIME ELAPSED 87
PROJECT AUTHORIZATION: $ 101,595.87	
EXCLUSIVE OF ENGINEERING: $ 92,722.87	ENGINEERING AUTHORIZATION $ 8,873.00
	This Week 58.16
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 76,033.64	ENGINEERING COST TO DATE $ 11,447.55
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 15 %	PERCENT OF AUTHORIZATION 129 %
	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 85
	DATE PROJECT WAS COMPLETED: May 26, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE Delineators	OIL AND/OR PAVE. Buttons	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			5,494	2,285			
TOTAL QUANTITIES CORRECTED TO DATE			4,608	2,399			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			4,608	2,399			
AVERAGE DAILY QUANTITIES			0	0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0	0			
NUMBER OF SHIFTS PER DAY			0				
HOURS PER SHIFT			0				

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Fair	0		
MONDAY 7	Fair	0		
TUESDAY 8	Fair	0		
WEDNESDAY 9	Fair	0		
THURSDAY 10	Cloudy	0		
FRIDAY 11	Cloudy	0		
SATURDAY 12		0		

C. K
CAE
LOE
DCS
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EEO

RECEIVED
JUN 1 1982
CONSTRUCTION SECTION

OM
CA
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	6	
MONDAY	7	The Project was completed on May 26, 1982
TUESDAY	8	
WEDNESDAY	9	
THURSDAY	10	
FRIDAY	11	
SATURDAY	12	

REMARKS

The Project was completed on May 26, 1982.

The Semifinal Estimate will be submitted to the Region Office on Friday June 11, 1982.

SIGNED F.D. Morrison LOCATION Coquille

F.D. Morrison, Project Mangger

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

4416

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	State
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	Oregon
1-132	FEDERAL-AID PROJECT AGREEMENT	County: Curry
	11/12/82	Project No.: PHS-000S(104)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Curry Co. Pavement Marking

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-20-81	0.00
RIGHTS-OF-WAY		
CONSTRUCTION	11-23-81	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 106,895.00	$ 106,895.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Operation Programming Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JAN 2 6 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon December 30, 1981

Federal Aid Project
No. PMS-000S(104)

Curry Co. Pavt. Marking Proj. No. 2
Curry County Roads

PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering			$ 5,300.00

Type Code Y111
Pavement Marking

Mobilization		All Required	$ 1,500.00
Temporary Protection and Direction of Traffic		All Required	500.00
Temporary Signs	148 Sq. Ft.	2.00	296.00
Temporary Barricades	4 Each	25.00	100.00
Flagmen	750 Hour	1.00	750.00
Delineators, Type 2	5,494 Each	14.33	78,729.02
Bi-Directional Yellow Type Markers	2,285 Each	3.00	6,855.00
		SUBTOTAL	$ 88,730.02
		Engineering	12,864.98
		TOTAL	$101,595.00

Length of Project --------- 0.00 mi.

SUMMARY OF FUNDS (100%)

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 5,300.00	$ 5,300.00
Pavement Markings	101,595.00	101,591.00
TOTAL	$106,895.00	$106,895.00

Group 1 100%
Contract No. 9416
Prefix: 508-1929
Prefix: 508-1065

9416

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-23-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-000S(104)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	4A. COUNTY NAME Curry
	5. ITEM NO. 10143	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/23/81	Various	Various

10. GENERAL LOCATION.

Curry County Pavement Marking Project #2

11. GENERAL DESCRIPTION OF WORK

Delineators and Raised Pavement Markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Mr. Swan's November 20, 1981 requested and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $168,300 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
DEC 9 '81
REFER TO
FOR
Info | Inves | R/D | C.R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/23/81	G K Swanson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4416

May 29, 1961

Board of County Commissioners
Curry County
Courthouse
Gold Beach, OR 97444

AGR

Attention: Eugene P. Baumann
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2495

Gentlemen:

Attached for your records is a fully executed copy of a Letter of Understanding covering a Title II Pavement Marking Project in your County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

STATE OF OREGON

PRO 6

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: April 1, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Pavement Marking Project

Curry County has requested a project to install delineators and raised pavement markers on various county roads.

Construction will be by contract with all phases of engineering being accomplished by State Forces.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
County	Curry County Pavement Marking Project No. 2	$180,000	$180,000	$ -0-

The project has been investigated and is eligible for funding under the Title II Pavement Marking Demonstration Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

RHB:er

Attachment

RECEIVED
STATE HWY ENGR
APR 2'81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

APPROVED:

State Highway Engineer

Date: 4/2/81

9416

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-20-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
PMS-000S(104)

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO.
10143

2A. COUNTY NAME
Curry

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Hig hway Division

7. DATE AUTHORIZATION EFFECTIVE
5/20/81

8. FEDERAL ROUTE NUMBER
Various

9. STATE ROUTE NUMBER
Various

10. GENERAL LOCATION:
Curry County Pavement Marking Project #2

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $5,300 Federal Funds
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Swan's letter of April 15, 1981.

(It should be noted that construction on this project will be approved subject to the deletion of raised pavement markers on fog lines.)

MAY 26 '81
REFER TO
FOR
Info

14. DATE
5/20/81

15. SIGNATURE OF APPROVING OFFICIAL
E. J. Talack

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

94/16

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

PRO 6

TO: D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

DATE: April 21, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Project Revision
Title II Pavement Marking Program
Curry County Pavement Marking Project No. 2

Please delete the portion of this project which refers to the installation of raised pavement markers on fog lines. This will reduce the total estimated project by $12,000 to $168,000.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RHB:ds

cc: F. E. Terpin
G. A. Potter
Alfred Shirley, Jr. - Please inform Curry County.
M. C. Holmes

9416

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 15, 1981

In Reply Refer to
File No.: PRO-6-2

TO: D. E. Wilken
Division Administrator
Federal Highway Administration
Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10143
Project No. PMS-000S (104)
Curry County Pavement Marking Project No. 2
Curry County

Attached data consists of PR-1 forms with project maps, Authority for Survey, Project Proposal and Description of Procedures.

I request authorization to proceed with all phases of preliminary engineering work necessary to obtain PS&E approval at an estimated total cost of $ 5,300 with an obligation of $ 5,300 in Federal funds.

Funds for this project are available from obligations released on other projects by final voucher submissions and other actions.

DRH/lms
Attachments

cc: L. E. George
Alfred Shirley (Region 3)
General Files

Form 734-3122

1982 Springfield Downtown Transit Station @ 5th St. & N. "B" St. 9417

C&A 7340
9604

9-26-80
4-23-81

9417

HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

AGE	CURRENT DOCUMENT NUMBER
02	144832

YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE	VENDOR NUMBER
	CA 5477	2/12/87	0000354260-00

Lane Transit District
P.O. Box 2710
Eugene, Oregon 97402

Attn: Karen Rivenburg

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09417-010	L01	8020			844010	04	$2,011.91

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

FOLD

DESCRIPTION:

Final billing for Springfield Downtown Transit Station at 5th and North "B" Street in Springfield.

M0000(34) - Contract 9417

See attached itemized statement.

TOTAL PRICE

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $2,011.91

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Gary Zehner 378-6011 / Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (11-86)

9417

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: December 11, 1986

CITY: Lane Transit District — AGREEMENT NO: 7340 — PROJECT NO: M-0000(34)

CONTRACT NO: 9417 — SECTION: 5th St. and N. "B" St. (Springfield) Transit Station

PRELIMINARY ENGINEERING (Prefix No. 320-1986):

Project Manager	$ 2,322.83
Consultant Fee	10,000.00
Final Design	48.48
Bridge Design	306.65
Utility Liaison	81.66
Program Section	191.55
Specification Section	1,934.43
Administrative Services	11.63
TOTAL P.E. COST	$ 14,897.23

CONSTRUCTION (Prefix No. 320-1053 & C09417):

*Payment to Contractor ($2,037.65 Non-Partic.)	$139,331.84
Interest on Final Payment (Non-Partic.)	79.00
SFO #1 Assessment for Water Service	775.00
SFO #2 System Development Charge	1,949.18
SFO #3 City Plan Review	215.80
Construction Engineering	2,216.43
Consultant Fee	9,000.00
Bridge Design	36.48
Program Section	250.46
Specification Section	920.00
Salem Lab	626.52
Eugene Lab	205.38
Technical Services	311.47
Construction Section	1,283.25
Region Office	158.43
TOTAL	$157,359.24

SUMMARY:

Total P.E. Cost		$ 14,897.23
Total Const. Cost		157,359.24
TOTAL PROJECT COST		$ 172,256.47
Less Federal Funds		(150,029.30)
Less Public Transit Share:		
$\frac{\$150,029.30}{88.18\%} \times 5.91\%$	=	$ (10,055.26)
TOTAL LANE TRANSIT DISTRICT		$ 12,171.91
Less District Advance Deposit 1-11-82		(10,160.00)
AMOUNT DUE FROM DISTRICT		$ 2,011.91
Public Transit Deposit		$ 10,160.00
Less Public Transit Share		(10,055.26)
REFUND DUE PUBLIC TRANSIT		$ 104.74

*Non-participating payment to contractor was for the digital clock on the Toilet Building.

GEZ:me
cc: J. Henry
J. Ayres
LPG Files

9417

(ORIGINAL)

C09417 C320-1980

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-4-86

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer, State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 2-12-81

TO 7-2-85

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-0000(34)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 14,897.23	$ 14,897.23	.8818	$ 13,136.38	$ 13,136.38	$ 0.00
157,359.24	155,242.59	.8818	136,892.92	136,892.92	0.00
$172,256.47	$170,139.82	.8818	$150,029.30	$150,029.30	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	2-4-86	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.		ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
		Springfield Downtown Transit Station **Lane County**					
		Preliminary Engineering					
		Type Code P.E.					
		Work by the Balzhiser Group	All Required			$ 10,000.00	
		State	All Required			4,897.23	
		TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$ 14,897.23	
		Construction					
		Type Code Y108					
		Transit Station (5th Ave. at N "B" St.)					
		Final Contract Payment Summary	Lump Sum			$137,294.19	
FD	#1	Assesment for Water Service (Springfield Utility Board)	All Required			$ 775.00	
FO	#2	City of Springfield System Development Charge	All Required			$ 1,949.18	
FO	#3	City of Springfield Plans Review	All Required			$ 215.80	
		TOTAL PARTICIPATING CONSTRUCTION				$140,234.17	
		Construction Engineering					
		Work by the Balzhiser Group	All Required			$ 9,000.00	
		State	All Required			6,008.42	
		TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				$ 15,008.42	
		TOTAL PARTICIPATING PROJECT COST				$170,139.82	
		Non-Participating Project					
		Final Contract Payment Summary	Lump Sum			$ 2,037.65	
		Interest on Final Payment	All Required			79.00	
		TOTAL NON PARTICIPATING PROJECT COST				$ 2,116.65	
		TOTAL PROJECT COST				$172,256.47	

Prepared based on Participating Cost as shown on the Federal Billins as of 1-9-86

AMOUNT CARRIED FORWARD .....

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JUNE 1985 — PAGE 1015

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	320 1962	905	00	P	1	202.16	303.76	303.76
	320 1962	905	00	N	9	27.57	41.43	41.43
	320 1962	911	00	P	1	.69CR	181.08	3,879.26
	320 1962	911	00	N	9	.11CR	24.67	516.09
	320 1962	915	00	P	1			320.74
	320 1962	915	00	N	9			43.74
	320 1962	920	00	P	1	37.31	37.31	183.24
	320 1962	920	00	N	9	5.08	5.08	24.99
	320 1962	921	00	P	1	1,362.90	1,972.94	1,972.94
	320 1962	921	00	N	9	185.84	269.03	269.03
	320 1962	950	00	P	1	274.26	274.26	274.26
	320 1962	950	00	N	9	37.41	37.41	37.41
		TOT		P	1	6,519.45	82,782.92	143,991.80
		TOT		N	9	259.24	385.30	6,804.73
		** JOB TOTALS **				6,778.69 **	83,168.22 **	150,796.53 **

E 28TH AVE-E 36TH AVE(EUGENE) CONT NO — FA PROJ NOS M 190001 100 — STATE

320	1979	296	00	N	9	6,302.27CR
320	1979	298	00	N	9	6,302.27
320	1979	901	00	P	1	2,378.85
320	1979	901	00	N	1	12.95
320	1979	905	00	P	1	77.80
320	1979	906	00	P	1	32.92
320	1979	910	00	P	1	3,810.78
320	1979	910	00	N	1	13.39
320	1979	911	00	P	1	242.69
320	1979	914	00	P	1	236.09
320	1979	922	00	P	1	4.55
320	1979	923	00	P	1	543.72
320	1979	924	00	P	1	17.90
		TOT		P	1	7,345.30
		TOT		N	1	26.34
		** JOB TOTALS **				** ** 7,371.64 **

"TH & N"B" TRANSIT STATION — CONT NO * FA PROJ NOS M 0000034 100 — STATE

320	1986	296	00	N	9	Tr. S.T.	14,250.81CR
320	1986	298	00	N	9	" FED	14,250.81
320	1986	901	00	P	1	Proj. Man.	2,520.11
320	1986	904	00	P	1	Consultant Fee	10,000.00
320	1986	905	00	P	1	Final Des.	48.48
320	1986	906	00	P	1	Br. Des.	343.13
320	1986	914	00	P	1	Ut. Liais.	81.66
320	1986	920	00	P	1	Proj. Sec.	301.61
320	1986	921	00	P	1	Specs.	2,854.43
320	1986	922	00	P	1	Adm. Serv.	11.63
		TOT		P	1		16,161.05
		** JOB TOTALS **				** **	16,161.05 **

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
SPRINGFIELD TRAN STA 5TH&B	CONT NO 9417 * FA PROJ NOS M		0000034	100					STATE	
	320	1053	201	00	P 1	Pay Contractor		127,294.19	82	82
	320	1053	201	00	N 1	" Digital Clock on Toilet Bldg.		2,027.65	82	82
	320	1053	206	00	N 1	Interest		79.00	82	82
	320	1053	208	00	N 1	Ded. for Adm. on Retainage		32.26CR	82	84
	320	1053	270	01	P 1	SFO#1 Assesment for Water Service		5.00	82	82
	320	1053	270	02	P 1	SFO#2 System Development charge		1,949.18	82	82
	320	1053	270	03	P 1	SFO#3 City Plan Review		215.20	82	82
	320	1053	296	00	N 9	Tr. St.	261.64CR	153,277.00CR	82	85
	320	1053	298	00	N 9	" Fed.	261.64	134,957.00	82	85
	320	1053	299	00	N 9	" LTD # PUB.TR.		18,320.00	82	82
	320	1053	900	00	P 1	Const. Engr.		1,883.57	82	84
	320	1053	900	00	NP1	"	+197.28	71.19CR	82	82
	320	1053	904 906	00	P 1	Consultant Fee		9,000.00 36.48	82	82
	320	1053	920 921	00	P 1	Proj. Sec.	+110.06	140.40 920.00	82	82
	320	1053	928	00	N 1	Adm. on Retainage		32.26	82	82
	320	1053	940	00	P 1	Salem Lab.	52.26	636.52	82	85
	320	1053	942	00	P 1	Eugene Lab.		205.38	82	84
	320	1053	944	00	P 1	Technical Services		711.47	82	82
	320	1053	945	00	P 1	Const. Sec. 565.23	1,017.62	1,287.25	82	85
	320	1053	946	00	P 1	Region Office	158.43	158.43	85	85
	320	1053	948	00	P 1	Gen. Const. Engr.		75.58	82	83
			TOT	P1		565.23	1,228.31	153,978.77		
			TOT	N1				2,045.46		
			** JOB TOTALS **			565.23 **	1,228.31 **	156,024.23 **		
TRANSIT PASS AMEN-SHELTER	CONT NO		* FA PROJ NOS TOR 1007001		100				STATE	
	320	1059	296	00	N 9			62,864.81CR	83	83
	320	1059	298	00	N 9			62,864.81	83	83
	320	1059	900	00	P 1			90.81	82	82
	320	1059	903	00	P 1			62,774.00	82	82
			TOT	P1				62,864.81		
			** JOB TOTALS **			**	**	62,864.81 **		
TRANSIT PASS AMEN-SITE IMPROV	CONT NO		* FA PROJ NOS TOR 1007001		100				STATE	
	320	1060	296	00	N 9			16,004.62CR	84	84
	320	1060	298	00	N 9			15,569.65	84	84
	320	1060	299	00	N 9			434.97	84	84
	320	1060	900	00	P 1			405.64	84	84
	320	1060	903	00	P 1			15,110.00	84	84
	320	1060	942	00	P 1			20.57	84	84
	320	1060	942	00	N 1			434.97	84	84
	320	1060	985	00	P 1			33.44	84	84
			TOT	P1				15,569.65		
			TOT	N1				434.97		
			** JOB TOTALS **			**	**	16,004.62 **		

FEDERAL APPROPRIATION: W32

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: M -0000-034									
F02008									
C09417 -010	2,187.84	.00	.00						
C09417 -011	155,242.59	136,892.92	155,242.59						
AGREEMENT TOTALS	157,430.43	136,892.92	155,242.59	88.18	136,892.92	136,892.92	.00		.00
F02044									
C3201986-011	14,897.23	13,136.38	14,897.23						
AGREEMENT TOTALS	14,897.23	13,136.38	14,897.23	88.18	13,136.38	13,136.38	.00		.00
FED PROJ TOTALS	172,327.66	150,029.30	170,139.82		150,029.30	150,029.30	.00		.00
FEDERAL PROJECT: M -0000-050									
F02061									
C09588 -000	1,000.00	2,398.27	.00						
C09588 -010	1,458.95	.00	.00						
C09588 -011	190,932.62	165,908.83	190,932.62						
AGREEMENT TOTALS	193,391.57	168,307.10	190,932.62	88.15	168,531.00	168,307.10	.00		.00
F02062									
C09588 -081	1,115.20	983.05	1,115.20						
AGREEMENT TOTALS	1,115.20	983.05	1,115.20	88.15	2,000.00	983.05	.00		.00
FED PROJ TOTALS	194,506.77	169,290.15	192,047.82		170,531.00	169,290.15	.00		.00
FEDERAL PROJECT: M -0000-059									
2073									
C3221927-010	230.47-	.00	.00						
C3221927-011	6,461.29	5,695.63	6,461.29						
AGREEMENT TOTALS	6,230.82	5,695.63	6,461.29	88.15	5,695.63	5,695.63	.00		.00
FED PROJ TOTALS	6,230.82	5,695.63	6,461.29		5,695.63	5,695.63	.00		.00
FEDERAL PROJECT: M -0000-066									
F02065									
C09871 -000	2,286.07	19.30	2,286.07						

ic

STATE COPY cc: OSHD(Coulte

RECEIVED
STATE HWY ENGR
JUL 5 '85
REFER TO
Fredrickson
FOR

Info | Inves | R/D | D/R | Sign | Act | File

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Lane	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
June 28, 1985	W. N. Bryant, Area Engineer	M-0000(84)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
July 6, 1982	December 29, 1982	72 %	180 CWD

LOCATION

City Street 5th Ave. @ No. "B" St. (Springfield)

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SPRINGFIELD DOWNTOWN TRANSIT STATION
FIFTH AND NORTH "B" STREET

This project provided for the construction of bus turnouts, shelters, and other amenities at the Springfield City Hall complex. A contract in the amount of $129,945.00 was awarded Hyland Brothers Construction, Inc., Eugene, Oregon on January 1, 1982 at a final estimated cost of $154,881.78 which includes $129,945 for bid item work, $3,550.00 for anticipated items, $9,385.78 for contingencies, and $12,000 for construction engineering. The construction engineering was performed by a consultant, Balzhisher Group, with monitoring by the state. At the time of the final construction inspection held on 7-20-82, the overall appearance of the completed work was considered quite good. The building work and the landscaping were considered above average.

The State by letter dated 12-1-83 requested final acceptance of the project. However, the material certification indicated that the material testing, which was performed by a consulting firm, was not completed in accordance with the Construction Manual guidelines and that other documentation was poorly done. For these reasons final acceptance of the project was withheld pending a satisfactory explanation as to actions taken to prevent similar problems on future projects as well as actions to insure that this project was in fact constructed in accordance with the requirements of the plans and specifications.

(Continued)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant, Area Engineer		SIGNATURE G. K. HOSSNER, Field Operations Engineer (for) F	
TITLE Area Engineer	DATE JUL 2 1985	TITLE Field Operations Engineer	DATE JUL 2 1985

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

The State has subsequently spent considerable time and effort attempting to fully document the quality of materials used. This effort included additional field inspection of the completed work and the preparation of Field Inspection Reports for each item of work that was detailed as deficient in the original materials report. The State has also analyzed those items normally considered to be highway related and found them to basically meet the intent of the specification requirements. In addition all buildings constructed in the State are inspected and approved by State inspectors before the building can become functional.

A letter from the State Construction Section dated 6-14-85 (copy attached to the Division File copy of this report), satisfactorily covers six separate actions taken to insure that this type of problem will not occur on future projects. Based on the results of the Final Construction Inspection held on 7-20-82 and the subsequent actions taken by the State, final acceptance of the project is recommended.

- WNB -

9417

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: Bill Quinn
Region 3 Construction Engineer

DATE: May 30, 1984

FROM: Gerald Wimer
Construction Operations Engineer

SUBJECT: Oregon Project M-0000(34)
Springfield Downtown Transit Station
Contract No. 9417

The second paragraph of your May 23 letter answers the first request in Dale E. Wilken's January 16 letter. However, I think you should have the City of Springfield respond to the second request before we answer Mr. Wilken's letter. To simply rely on the current record could lead to non-participation which, if this project is like other local government projects, would revert to 100 percent local cost.

To aid you and the City of Springfield in documenting the acceptability of the materials represented by the lacking documentation, please find attached:

Writer	Date	Addressee
C. E. Turner	4/15/82	Leo V. Stauber
J. E. Christopherson (and the FIR'S submitted with above letter)	7/16/82	Robert Church
R. D. Church (Marked up Test Result Summary with above letter) (Field Job Control Certification)	7/21/82	Warren Richards
Jack Sullivan (Attachment to above letter)	11-11-83	Dale E. Wilken

Please have the City of Springfield supplement the existing documentation indicating, insofar as possible at this belated date, the acceptability of the materials incorporated. Also, please draft a reply for use in responding to Mr. Wilken.

Accept my apology for not recognizing that the City, Doug Greene and you lacked adequate data to respond previously. I just now saw Mr. Greene's January 31 letter to Jack Sullivan requesting this information. I don't know what assistance was given, but the above described attachments should be sufficient to respond to Mr. Wilken's and my requests.

GW:mk

Attach.

cc: W. E. Schwartz
Jack Sullivan

JW/M15

RECEIVED
STATE HWY ENGR
MAY 31 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

Contains Recycled Materials

9417

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

TO: Bill Quinn
Region 3 Construction Engineer

DATE: May 2, 1984

FROM: ORIGINAL SIGNED BY GERALD WIMER
Gerald Wimer
Construction Operations Engineer

SUBJECT: Oregon Project M-0000(34)
Springfield Downtown Transit Station

Duane O. Christensen, by the attached January 26 letter with the attached January 16 letter from Dale E. Wilken, wrote J. X. Wilson about the shortcomings of the quality documentation for the subject project.

He instructed, "Please furnish this office with the necessary documentation to insure that this project was constructed in accordance with the plans and specifications."

"Also, we would appreciate your suggestions as to actions we should take to prevent this type of occurrence in the future."

Please follow up this instruction in the near future.

JW:mk

Attach.

cc: W. E. Schwartz

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 3 '84
REFER TO
FOR
Info | Invest | W/D | D/R | Sign | Act | File

81-125-1387

Contains Recycled Materials

9417

Memorandum

U.S. Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

Subject: Oregon Project M-0000(34)
Springfield Downtown
Transit Station

Date: January 16, 1984

Reply to Attn. of: HFO.3-OR

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Mr. Keasey's December 1, 1983 letter requesting final acceptance of the subject project is being returned along with the documents that were attached. The materials certification indicates that the material testing, which was performed by a consulting firm, was not completed in accordance with the Construction Manual guidelines and that other documentation was poorly done. Based on the results identified on this project it appears there are some deficiencies in your present procedures for monitoring projects which are being supervised by other agencies or consultants. Please advise this office what actions are or will be taken to prevent future problems of this type. In addition it will be necessary to indicate what action was taken to insure that this project was in fact constructed in accordance with the requirements of the plans and specifications.

Final acceptance of this project is being withheld pending satisfactory explanation of these concerns.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

Dale E. Wilken

NOTED
JAN 30 1984

Attachments

cc:
OSHD (C T Keasey)

NOTED
D. GRIFFIN

1/17

Wally —
How much was spent on state monitoring?
H

Approximately $2,000
:B

Project file

12-12-84
Const. Section is following up w/FHWA.
E

- DIV ADM
- PROG OPER
- FIELD OPER H
- AREA ENG 3 :B
- PROG MGT J
- RT OF WAY
- BRIDGE
- PROG DEV
- PLANNING
- SAF COORD
- ENV COORD
- R & T
- FIN MGR
- MGT ANALYST ✓ Vaults

OREGON STATE HIGHWAY DIVISION

01/03/83 — PROGRESS ESTIMATE AND COST REPORT — PAGE NO 03

SECTION: SPRINGFIELD DOWNTOWN TRANSIT STATION
HIGHWAY: 5TH ST & N "B" ST
COUNTY: LANE
TYPE WORK: TRANSIT STATION

	SPECIFIED COMPLETION	EXTENSION	APPROVED	USED
A)	180 CWD			129 CWD
B)				
C)				

CONTRACTOR: HYLAND BROTHERS CONSTRUCTION

CONTRACT NO 9417
F A P M 0000034
PREFIX 320 1053
AWARDED 01 11 82
ESTIMATE NO 006
FINAL
WORK DONE TO
ESTIMATED DATE OF COMPLETION

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE QUANTITY	PERFORMED TO DATE 07/06/82 AMOUNT	TO COMPLETE QUANTITY	TO COMPLETE 07/06/82 AMOUNT	GROUP CODE	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
	SUB-TOTAL STATE FORCES ADD. ANTICIP. ITEMS					293998		293998					
[illegible]	UTILITY DIST ELECTRIC SERV			15000							1P		
[illegible]	UTILITY DIST WATER SERV SFO 1			150000							1P		
[illegible]	SYSTEM DEVELOPMENT CHARGE SFO 2			250000							1P		
[illegible]	PLANS REVIEW SFO 3			25000							1P		
[illegible]	ELECTRICAL MECHANICAL & PLUMBING INSP			50000							1P		
[illegible]	[illegible]			606803									
[illegible]	[illegible]			1213605		1250000 ~~1230000~~		1250000 ~~1230000~~					
	GRAND TOTALS			15304908		1547782 ~~1545782~~		1547782 ~~1545782~~					

RESIDENT ENGINEER ---------- DATE ----------

DIVISION ENGINEER ---------- DATE ----------

OREGON STATE HIGHWAY DIVISION

01/03/83

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 02

SECTION SPRINGFIELD DOWNTOWN TRANSIT STATION
HIGHWAY 5TH ST & N "B" ST
COUNTY LANE
TYPE WORK TRANSIT STATION

SPECIFIED COMPLETION A) 180 CwD B) C)
EXTENSION
APPROVED
USED 129 CwD

CONTRACT NO 9417
FAP M 0000034
PREFIX 320 1053
AWARDED 01 11 82
ESTIMATE NO 006
FINAL

WORK DONE TO
ESTIMATED DATE OF COMPLETION

CONTRACTOR HYLAND BROTHERS CONSTRUCTION.

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 07/06/82 QUANTITY	PERFORMED TO DATE 07/06/82 AMOUNT	TO COMPLETE 07/06/82 QUANTITY	TO COMPLETE 07/06/82 AMOUNT	GROUP CODE	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
3004A	DRINKING FOUNTAIN REVISIONS LUMP SUM	4152000			100000	41520	100000	41520			1P		
3005A	DIRECTORY SIGN REVISIONS LUMP SUM	1880000			100000	18800	100000	18800			1P		
3006A	DIGITAL CLOCK ON TOILET BUILDING LUMP SUM	20376500			100000	203765	100000	203765			1N		
3007A	ADDIT EXCAV & BACKFILL LUMP SUM	3771500			100000	37715	100000	37715			1P		
3008A	EXTEND NORTH "B" ST BUS SLAB LUMP SUM	30480000			100000	304800	100000	304800			1P		
	SUB-TOTAL P. A.					938684		938684					
	[illegible]					[illegible]		[illegible]					
	[illegible]					[illegible]		[illegible]					
	STATE FORCE ORDERS												
[illegible]	[illegible] 94002					77500		77500			1P		
[illegible]	CITY OF SPRINGFIELD SYS DEVEL CHARGE 94003					194918		194918			1P		
[illegible]	PLANS REVIEW 94004					21580		21580			1P		

OREGON STATE HIGHWAY DIVISION

01/03/83

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 01

FORM 81 734 3488 REV 9 82

SECTION SPRINGFIELD DOWNTOWN TRANSIT STATION

HIGHWAY 5TH ST & N "B" ST

COUNTY LANE

TYPE WORK TRANSIT STATION

	SPECIFIED COMPLETION	EXTENSION	APPROVED	USED
A)	180 CWD			129 CWD
B)				
C)				

CONTRACTOR HYLAND BROTHERS CONSTRUCTION.

CONTRACT NO 9417

F A P M 0000034

PREFIX 320 1053

AWARDED 01 11 82

ESTIMATE NO. 006 FINAL

WORK DONE TO

ESTIMATED DATE OF COMPLETION

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 07/06/82 QUANTITY	PERFORMED TO DATE 07/06/82 AMOUNT	TO COMPLETE QUANTITY	TO COMPLETE 07/06/82 AMOUNT	GROUP CODE	PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOUNT
00001	ALFRED SHIRLEY, JR REGN 3 ENGR										1P		
00002	D W GREENE LIAISON PERSON										1P		
00003	LEO V STAUBER CONSULTANT ENGR										1P		
001	MOBILIZATION LUMP SUM	80000000	100000	800000	100000	800000	100000	800000			1P		
002	TEMPORARY PROTECTION AND DIR OF TRAFFIC LUMP SUM	10000000	100000	100000	100000	100000	100000	100000			1P		
003	TRANSIT STATION LUMP SUM	120945000	100000	12094500	100000	12094500	100000	12094500			1P		
	TOTALS FOR ORIG. CONTRACT			12994500		12994500		12994500					
	PRICE [illegible]												
3001A	PLANS REVIEW REVISIONS LUMP SUM	21713300			100000	217133	100000	217133			1P		
3002A	RELOC STORM SEWER LUMP SUM	6493200			100000	64932	100000	64932			1P		
3003A	ASPH PATCHING & SLAB SEALING LUMP SUM	5001900			100000	50019	100000	50019			1P		

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

MATERIALS SECTION
SALEM, OREGON 97310

In Reply Refer to
File No. MAT

November 11, 1983

Mr. Dale Wilken
Division Administrator
Federal Highway Administration
530 Center St.
Salem, OR 97301

Springfield Downtown Transit Station
Project No. M-0000(34)
Contract No. 9417

This is to certify that:

The results of tests on job control samples or certifications indicate that the materials incorporated in the construction work and the construction operations controlled by sampling and testing were in reasonably close conformity with the approved plans and specifications.

Exceptions to this certification are listed on the attached sheet or documented in the project files.

Jack Sullivan

JACK SULLIVAN, PE
Engineer of Materials

gs

734-1839

Springfield Downtown Transit Station
Project No. M-0000(34)
Contract No. 9417

Exceptions:

The project manager for this project was a private consulting firm.

The documentation is poorly done, *i.e.*, FIRs do not list itemized quantities, manufacturers or suppliers and some items are completely omitted.

Testing was not done in accordance with the Construction Manual guidelines.

9417

THE
BAUMER
GROUP
Architecture/Planning
725 County Club Road
Eugene, Oregon 97401
(503) 687-1010

STATEMENT OF OVERRUNS AND UNDERRUNS

Item No.	Item	Unit	Original	Semifinal	±%
	SUMMARY				
1.	Mobilization		8,000.00	8,000.00	-0-
2.	Temporary Protection and Dir. of Traffic		1,000.00	1,000.00	-0-
3.	Transit Station		120,945.00	120,945.00	-0-
4.	Utility Dist. Elec. Service		150.00	-0-	-100%
5.	Utility Dist. Water Service		1,500.00	775.00	- 48%
6.	System Development Charge		2,500.00	1,949.18	- 22%
7.	Plans Review		250.00	215.80	- 14%
8.	Elec Mech and Plumbing Inspection		500.00	-0-	-100%
9.	Contingencies		6,068.03	9,386.84	+ 35%
10.	Engineering		12,136.05		-0-
			153,049.08	154,407.87	+ 1%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

PA-1 Plans Review Revisions	Lump sum	2,171.33	-0-

Items required by City of Springfield during Plans Review.

PA-2 Relocated Storm Sewer	Lump sum	649.32	-0-

Sewer line located under new column footing locations shown on City drawings to be 6' west of actual location.

South Office
800 Security Building
South Washington 98004
(206) 682-1544

9417

January 26, 1983

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9417

Gentlemen or Ladies:

On January 4, 1983, we wrote to you concerning release of final payment on Contract No. 9417 awarded to Hyland Brothers Construction, Inc., for the Springfield Downtown Transit Station at 5th Street and N. "B" Street in Lane County.

Final payment on this contract is $2,000 and the total contract amount is $139,331.84. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Hyland Brothers Construction, Inc.
P. O. Box 7125
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
James Gix

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 29, 1982

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9417	On Site Work Substantially Completed	July 6, 1982
All Work Completed	October 6, 1982		
Project	Springfield Downtown Transit Station		
Highway	5th St. & N. "B" St.		
County	Lane		
Type of Work	Transit Station		
Contractor	Hyland Bros. Construction, Inc.		

WES:RDC:mk

cc: C. T. Keasey
R. D. Church

81-125-1387

Contains Recycled Materials

9417

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Springfield Downtown Transit Station		WEEK ENDING: 3 July 82
		SECTION PREFIX: 320-1053
HIGHWAY: 5th & N. "B" St.		COUNTY: Lane
NAME OF JOB: Springfield Transit Station	KIND OF WORK: Transit Station	
CONTRACTOR: Hyland Brothers Const., Inc.	CONTRACT NUMBER: 9417	FEDERAL AID PROJECT NUMBER: M 0000 (34)
DATE OF CONTRACT: 11 Jan 82	DATE WORK STARTED: 22 Feb 82	ESTIMATED COMPLETION DATE: 5 July 82
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 7 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 125
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 69
PROJECT AUTHORIZATION: $153,049.18		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.8%
EXCLUSIVE OF ENGINEERING: $140,913.03	ENGINEERING AUTHORIZATION: $12,136.05	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $137,419.04	Consultant: 7,760.00 ENGINEERING COST TO DATE: $1,580.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 2.5 %	PERCENT OF AUTHORIZATION . . . . . 77 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		1		
MONDAY	cloudy/rain	1		
TUESDAY	cloudy/ptly sun	1		
WEDNESDAY	cloudy	1		
THURSDAY	cloudy	1		
FRIDAY	cloudy	1		
SATURDAY		1		

RECEIVED
JUL 8 1982
CONSTRUCTION SECTION

CE K
CAE
FOR
QCS
SCS
EEO
OM
CA
I.S
TC
FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY				
MONDAY	Installing light fixtures. Door to toilet room, cleanup of site. Trim for sheet metal. Glass for toilet room bulletin board . Irrigation heads and trees.		Super Sheet metal Elect Glazer Landscape Painter	1 1 1 1 2 1 7
TUESDAY	Installed bulletin boards. Hardware and door to toilet room Landscaping trees and irrigation. Benches and site improvements. Light fixturers. Floor covering in toilet room.		Super Elect Sheet metal Floor covering Landscape	1 1 1 1 2 6
WEDNESDAY	Installing tree grates. Cleaning adjacent landscape area. Painting door and touchup of beams. Irrigation tubes and bank. Trim for siding Installing plumbing fixtures.		Super Labor Sheet metal Painter Landscape Plumb	1 1 1 2 2 1 8
THURSDAY	Cleaning concrete. Sheet metal trim. Painting touchup. Electrical checkout and trim. Completed plumbing fixture installation. Installing illuminated sign faces. Installing glass.	Labor 2 Glazer 1	Signs Super Sheet metal Painter Elect Plumber	1 1 1 3 1 1 11
FRIDAY	Installing toilet accessories. Illuminated sign faces. Clerestory and windscreen glass. Touchup painting		Super Glazers Painter Signs	1 2 2 1 6
SATURDAY				

REMARKS

Wood stakes as specified will be installed for the trees and replaced as necessary during the warrantee period by the landscaper.

SIGNED [signature] LOCATION Eugene

Leo Stauber

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9417

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ate
MONTHLY TRANSACTION NUMBER 1-189		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Lane
MODIFICATION NUMBER 1	1/20/82	Project Number M-0000(34)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 27 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 16,310.00	$ 169,359.00
Federal funds	$ 14,382.00	$ 149,339.00
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of January , 19 82 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

XBy For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 31, 1981

Federal Aid Project
No. M-0000(34)

Springfield Downtown Transit Station
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.		
Preliminary Engineering		
Preliminary Engineering (Consultant)	All Required	$ 10,000.00
Preliminary Engineering	All Required	6,310.00
		$ 16,310.00
Type Code Y108		
Transit Station (5th Ave. at N. "B" St.)		
Mobilization	All Required	$ 8,000.00
Temporary Protection and Direction of Traffic	All Required	1,000.00
Building Work	All Required	120,945.00
		$129,945.00
Anticipated Items		
Permit Fees:		
Springfield Utility Electrical Service	All Required	$ 150.00
Springfield Utility Water Service	All Required	1,500.00
Springfield System Development Charge	All Required	2,500.00
Springfield Const. Permit Plans Review	All Required	250.00
Springfield Electriacl, Mechanical and Plumbing Inspection	All Required	500.00
		$ 4,900.00
SUBTOTAL		$134,845.00
Engineering (Consultant)		9,000.00
Engineering		9,204.00
TOTAL		$153,049.00

Length ---------- 0.00 mi.

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	PTD Funds	LTD Funds
Preliminary Engineering	$ 16,310.00	$ 14,382.00	$ 964.00	$ 964.00
Transit Station	153,049.00	134,957.00	9,046.00	9,046.00
TOTAL	$169,359.00	$149,339.00	$10,010.00	$10,010.00

Group 1 100%
Contract No. 9417
Prefix: 320-1986
Prefix: 320-1053

PTD
Public Transit District

LTD
Lane Transit District

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION	State
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	OREGON
3-53	**FEDERAL-AID PROJECT AGREEMENT**	County: LANE
	2b2(1)	Project No.: M-0000(34)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. 5th Ave. @ N. "B" St. (Springfield)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	2-12-81	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$16,310.00	$14,382.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By W.J. Moe

Asst. State Highway Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: E.J. Valach (actg.)

Date executed by Division Administrator FEB 27 '81

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon February 24, 1981

Federal Aid Project
No. M-0000(34)

5th Ave. @ N. "B" Street Transit Station (Springfield) Section
City Street in Lane County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$16,310.00
	TOTAL	$16,310.00

Length of project ---------- 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	(LTD) Funds
Preliminary Engineering	$ 16,310.00	$ 14,382.00	$ 964.00	$ 964.00
Retain in Program				
PS&E Status	223,690.00	197,248.00	13,221.00	13,221.00
TOTAL	$240,000.00	$211,630.00	$14,185.00*	$14,185.00

* Not to exceed $14,400.00

Group 1-100%
Prefix 320-1986

9417

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

Highway Division - Region 3 440-3399

TO: MEMO TO THE FILES

DATE: January 7, 1982

FROM: Jack Ayres
Region Federal Aid Specialist

SUBJECT: River Road Transit Station
Springfield Downtown Transit Station

Yesterday, January 6, 1982, the project manager, Dave Jones, and myself met in the LTD office with Ellen Bevington, George Montoya and Paul Shinn concerning construction cost breakdowns on the two subject projects. Both of these projects were PE'd by consultants.

To cover consultant costs as specified in the consultant agreements, fees for both state and consultant have been combined in the project cost breakdown. Once these breakdowns had been explained by Dave Jones and myself to the LTD staff, their questions were answered and the high percentage of engineering costs which they had figured were explained. The high costs were calculated on what the LTD staff thought was a duplication of costs charged both by the state and by the consultant. I believe we satisfied all of their questions by placing all figures in their proper perspective.

The staff still feels, however, that inspection costs on all projects are too high and push the cost of construction engineering up.

ja/cp

cc: Buz Swan
Dave Jones
Doug Greene
Don Lutes, Lutes/Sanatel, P.C.
Darrell Smith, Balzhiser Group
Eldin Green, F.H.W.A.

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25-1367

SP*75683-125

7717

LANE TRANSIT DISTRICT

December 30, 1981

Alfred Shirley
Department of Transportation
Region 3
P. O. Box 1128
Roseburg, OR 97470

Dear Mr. Shirley:

I have reviewed the summary of the bid award for the Springfield City Center Station at 5th & N. "B". While the District is delighted with the construction bid, the District does have concerns about the overall project cost and, more generally, questions about the overhead that is associated with both of the District's current F.A.U. projects have been raised.

Attachment A provides summaries of projected construction costs for River Road Transit Station and the Springfield City Center Transit Station, as furnished by Mr. Swan's office. Attachment B provides a reformatted version of this information that also reflects the design costs of the architectural consultant agreements associated with each project. For the Springfield City Center Project, overall project management constitutes 25.1% of construction costs; for the River Road Project, overall project management constitutes 17.6% of construction costs. These figures do not compare favorably with the District's recent experiences with other federally funded projects; project management costs for these projects have ranged from 5% to 10% and generally construction projects in this price range of either of two transit stations would normally have an overhead of approximately 10%.

One of the principle causes of this discrepancy is the 9% state surcharge for project engineering. An explanation of what state services are provided through this fee is needed. Therefore, a detailed time and overhead cost breakdown for all charges is requested.

A second area that needs to be addressed is the level of state participation presently programmed for the Springfield project during construction. Attachment C shows the scope of services negotiated for the River Road and Springfield City Center Projects, with Lutes/Sanatel and Balhizer Group respectively. These pages come directly out of the consultant agreements that were signed by LTD, the project architects and the state. You will note that Balhizer would be responsible for construction management for a fee of approximately $9,000. Given this assignment, I am unclear as to the purpose of the proposed state project engineering fee of $16,310. It appears that this fee is a duplication of effort between the state and architect.

While the District recognizes that federal funds may result in additional administrative overhead, we cannot agree to the project management fees as proposed

P. O. Box 2710, Eugene, Oregon 97402 • Telephone: 503/687-5581

without reasonable justification. These are difficult economic times and as public agencies, we must all strive to stretch available dollars as far as possible. Any cost reductions in these projects translates directly into more bus shelters or possibly a new transfer facility at the U of O. Therefore, your assistance in reviewing and hopefully in reducing project management costs for these two stations is appreciated.

Since Mr. Swann has already requested LTD to deposit its share of Springfield City Center Project costs by January 8, I would hope that discussions on these issues can commence immediately after the Christmas holidays to avoid delays in the contract award for the Springfield Project.

Sincerely,

Paul Shinn
Director of Administrative Services

PS/em

Attachments

cc: Buzz Swann, State Highway Division
Dave Jones, State Highway Division
Don Lutes, Lutes/Sanatel, P.C.
Darrell Smith, Balzhiser Group
Eldin Green, F.H.W.A.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JAN 5 1982
REFERRED TO _____
FOR _____
FILE: PM FA LG.

ATTACHMENT A

E - Cost Breakdown of Riviera Station

JR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 21, 1981

Manager
Planning
Transportation
Administration

INITIALS
GM

SEP 23 1981

In Reply Refer to File No.: ACC

Mr. George Montoya
Facilities Planner
Lane Transit District
P.O. Box 2710
Eugene, Oregon 97402

Dear Mr. Montoya:

On September 17, 1981 the Highway Division received a satisfactory bid from Wildish Construction Company, P.O. Box 7428, Eugene, Oregon 97401, for the Riviera Transit Station. We anticipate the construction cost to be:

Contractor's Bid		$539,528.00
Anticipated Additional Items:		
Permanent Pavement Striping	$1,000	
Temporary Erosion Control	100	
EWEB Systems Development Fee	3,000	
Architect Services	4,000	$ 8,100.00
SUBTOTAL		$547,628.00
4 1/2% Contingencies		24,643.26
9% Engineering		49,286.52
ESTIMATED CONSTRUCTION COST		$621,557.78
Less Federal Funds		546,970.85
Less Public Transit Funds		27,480.00
Lane Transit District Share		$ 47,106.93

ADVANCE DEPOSIT = $47,110

We will award the contract when we receive your advance deposit, which should arrive no later than October 9, 1981.

The attached sheet describes the options for making your advance deposit. Please select an option and submit your deposit as described in the instructions.

Very truly yours,

D. E. Swan
Operation Programming Engineer

GEZ:pf
Attachment

1) Architectural services during construction have been renegotiated as Addendum 2; $5,770 is now programmed for this item.

ATTACHMENT A

IELLEN —
FOR YOUR INFO —

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

Manager INITIALS

December 18, 1981

In Reply Refer to File No.: ACC

Admin

DEC 21 1981

George Montoya
Facilities Planner
Lane Transit District
P.O. Box 2710
Eugene, Oregon 97402

Dear Mr. Montoya:

On December 17, 1981 we received a satisfactory bid from Hyland Brothers Construction, Inc., P.O. Box 7125, Eugene, Oregon 97401 for the Springfield Downtown Transit Station at 5th Street and N. "B" Street in Springfield.

We anticipate the financial sharing of the project costs will be:

Contractor's Bid	$129,945.00
Various City Permit Fees	4,900.00
SUBTOTAL	$134,845.00
4 1/2% Contingencies	6,068.03
9% Engineering	12,136.05
ESTIMATED CONSTRUCTION COST	$153,049.08
ESTIMATED P.E. COST	16,310.00
ESTIMATED TOTAL PROJECT COSTS	$169,359.08
Less: Federal Funds (88%)	149,036.00
Less: Public Transit Funds (6%)	10,161.54
LANE TRANSIT DISTRICT SHARE	$ 10,161.54

ADVANCE DEPOSIT = $10,160

We will award the contract when we receive your advance deposit in the amount of $10,160, which should arrive not later than January 8, 1982.

On the attached sheet we have described three options for making your advance deposit. Please use the option of your choice.

Very truly yours,

Kenneth E Hyland

for D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

ATTACHMENT B

Springfield City Center Station

	$10,000	Balzhiser Group - Project design/working drawing
Subtotal	$10,000	
	$129,945	Hyland Brothers Costruction Bid
	4,900	Additional items
	$134,845	Construction Costs
	6,068	Contingency (4½%)
Subtotal	$140,913	Projected construction costs
	$16,310	Project Engineering (9% state fee)
	9,000	Balzhiser Group (Administration of construction contract)
Subtotal	$25,310	
PROJECT TOTAL	$166,223	

NOTES: 1. Architectural Design Services represents 7.1% of construction costs.

2. Project Engineering/Construction Management represents 18.0% of construction costs.

3. Overall project management, design, P.E. and construction engineering represents 25.1% of construction costs.

River Road Transit Station

	$45,000	Lutes/Sanatel, P.C. - Project Design/Working drawings
Subtotal	$45,000	
	$539,528	Wildish Construction Bid
	4,100	Additional Items (excluding construction consultation by Lutes/Sanatel)
	$543,628	Construction Costs
	24,643	Construction Contingency (4½%)
Subtotal	$568,271	Projected Construction Costs
	$49,287	Project Engineering (9% State fee)
	5,770	Lutes/Sanatel (Construction consultation)
Subtotal	$55,057	
PROJECT TOTAL	$668,328	

NOTES:

1. Architectural Design Services represents 7.9% of construction cost.

2. Project Engineering/Construction Management represents 9.7% of construction cost.

3. Overall project management, design, P.E. and construction engineering represent 17.6% of construction costs.

Riviera

Excerpt: Consultant Agreement between Lane Transit District and Lutes/Sanatel, dated October 25, 1979.

District	State	Architect	Task
X			1. Coordination of meetings.
X			2. Field Survey and property description.
	X		3. Foundation investigation (if required).
X			4. All required permits.
		X	5. Project Schedule.
		X	6. Data gathering and Facilities Programming.
		X	7. Conceptual Design Alternatives (3) and Cost Estimates for buildings and site work.
X			8. Review and selection of a Conceptual Design Alternative, including cost estimate.
		X	9. Schematic Design and Cost Estimate for the buildings and site work.
X	X		10. Review and approval of Schematic Design and Cost Estimate for the buildings and site work.
		X	11. Preliminary Design Documents, Specifications and Cost Estimate for the buildings only.
	X		12. Preliminary plans, specifications and estimate for the site work.
X	X		13. Review of Preliminary Design Documents, Specifications and Cost Estimate for the buildings.
		X	14. Review of plans, specifications and estimate for the site work.
		X	15. Revisions to Preliminary Design Documents, Specifications and Cost Estimate for the buildings.
	X		16. Revisions to plans, Specifications and estimate for the site work.
	X		17. Final plans and specifications.
	X		18. Final quantity take-off and Cost Estimate for Project.
	X		19. Bidding.
	X		20. Administration of Construction Contract.
		X	21. Consultation during the Construction and Bidding Phase including review of Shop Drawings and periodic project visits and reports.

3. ARCHITECT'S SERVICES

3.1 The Architect's Basic Services shall consist of the tasks other than consultation during Bidding and Construction described in paragraph 2.2, and include normal structural, mechanical and electrical engineering, landscape and graphics services.

ATTACHMENT C

SUPPLEMENT #1
CONSULTANT AGREEMENT BETWEEN
LANE TRANSIT DISTRICT AND
LUTES/SANETEL/ARCHITECTS pc
DATED OCTOBER 25, 1979

Article 2.2 - Amend as follows:

12. Preliminary Plans, Specifications and Estimate for the site work shall be provided by Architect.

Article 3.6.1 - Amend as follows:

Based on the approved Schematic Design Documents and any further adjustments in the scope or quality of the Project or in the Project budget authorized by the District, the Architect shall prepare, for approval by the District, Preliminary Design Documents consisting of Drawings and Specifications setting forth in detail the requirements for the construction of the buildings and construction of site work.

Article 3.6.5 - Delete present wording and add:

Preliminary Design Documents for site work shall consist of the following:

Base Sheet and Staking Plan
Grading Plan
Planting Plan
Irrigation Plan

Article 6.2 (E) - Change to read as follows:

e. One (1) set of Preliminary Design Documents on permanent scale stable reproducibles to a scale that will be readable when reduced to a 1/2 size, with one (1) copy of all reports and drawings pertaining thereto, plus an equal number of revised copies, if review discloses that revisions are necessary.

Article 7.2 (E) - Change to read as follows:

e. Within 120 calendar days after the approval of the Schematic Design, Preliminary Design Documents for District and State approval.

Article 8.1 (A) - Change to read as follows:

a. For the Architect's work as designated in paragraph 2.2 to be completed prior to bidding the amount of payment shall be the lump sum amount of Forty-Five Thousand Dollars ($45,000).

Excerpt: Consultant Agreement between Lane Transit District and Balzhiser Group, dated 12/2[illegible]0.

District	State	FHWA	Springfield	Architects	Task
X					1. Coordination of meetings
X					2. Definition of project boundaries
X					3. All required leases and permits
				X	4. Coordinate with Springfield staff and their architects
				X	5. Evaluate schematic design furnished by LTD and develop cost estimates
X			X		6. Review and approval of schematic design and cost estimate
				X	7. Preliminary design documents, specifications and cost estimate
X	X	X	X	X	8. Review of preliminary design documents. Specifications and cost estimate
X	X	X	X	X	9. Revisions to preliminary design documents, specifications and cost estimate
X	X	X	X	X	10. Final plans and specifications
X	X	X	X	X	11. Final quantity take-off and cost estimate for project
	X				12. Administer bidding and award of contract
				X	13. Approve all Addendums and Amendments to Contract Documents
				X	14. Administration of construction contract, including full time on-site inspection
X	X				15. Review and approve Architect's administration of construction contract

9417

HIGHWAY DIVISION

ACC

Dennis R. Moore, Administrator
Public Transit Division

December 18, 1981

D. E. Swan
Operation Programming Engineer

Public Transit Funds
Springfield Downtown Transit Station
Lane County

We have received a satisfactory bid for construction of the Springfield Downtown Transit Station and will award the contract upon receipt of the local match funds. The Construction-Finance Agreement No. 7340 requires Public Transit Division to deposit 6 percent of the estimated total cost of the project, not to exceed $14,400.

We anticipate the financial sharing of the construction cost will be:

Estimated Construction Cost		$153,049.08
Estimated P.E. Cost		16,310.00
Estimated Total Project Costs		$169,359.08
Less: Federal Funds (88%)		149,036.00
Less: Lane Transit District Funds		10,161.54
PUBLIC TRANSIT DIVISION SHARE		$ 10,161.54
	OR	$ 10,160 (rounded)

Please deposit $10,160 with Highway Accounting not later than January 8, 1982.

KEN:mf

bcc w/AD # 1002: Jack Ayres, Region 3
Vern Skoog - Please return completed AD #1002 when advance deposit is received.

Rec'd $10160 1-5-81

9417

December 18, 1981

ACC

George Montoya
Facilities Planner
Lane Transit District
P.O. Box 2710
Eugene, Oregon 97402

Dear Mr. Montoya:

On December 17, 1981 we received a satisfactory bid from Hyland Brothers Construction, Inc., P.O. Box 7125, Eugene, Oregon 97401 for the Springfield Downtown Transit Station at 5th Street and N. "B" Street in Springfield.

We anticipate the financial sharing of the project costs will be:

Contractor's Bid	$129,945.00
Various City Permit Fees	4,300.00
SUBTOTAL	$134,245.00
4 1/2% Contingencies	6,068.03
9% Engineering	12,136.05
ESTIMATED CONSTRUCTION COST	$153,049.08
ESTIMATED P.E. COST	16,310.00
ESTIMATED TOTAL PROJECT COSTS	$169,359.08
Less: Federal Funds (88%)	149,036.00
Less: Public Transit Funds (6%)	10,161.54
LANE TRANSIT DISTRICT SHARE	$ 10,161.54

ADVANCE DEPOSIT = $10,160

We will award the contract when we receive your advance deposit in the amount of $10,160, which should arrive not later than January 8, 1982.

On the attached sheet we have described three options for making your advance deposit. Please use the option of your choice.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:nf
Attachment
bcc w/AD # 1001: Jack Ayres, Region 3
Vern Skoog - Please return completed AD # 1001 when advance deposit is received.

9417

2.

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No.:

PRO 6-2

November 24, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. M-0000(34)
Springfield Downtown Transit Station
Lane County

I request authorization to proceed with the construction engineering phase of work by the Consultant firm of Balzhiser, Longwood, Smith, Paul and Associates on the subject project on a lump sum basis of $9,000. The consultant agreement for the preliminary engineering and construction engineering phase was approved by your office on April 23, 1981.

CL:bkc

cc: M. Holmes
General Files

Form 734-3122

9417

Section Springfield Downtown Transit Sta. Programming Estimate $ _____

Highway City Street Project Length _____

County Lane Completion Time 180 Cal Days

Kind of Work Building 11-13-81 Est. Comp. Date _____

Prefix 320 - 1986 Letting Date 12/17/81 Project No. M-0000(34)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 135,000

Anticipated Additional Items:		
Royalty Payment.		
Permit Fees :		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.		
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment.		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
		$ 4900
Adjust Utilities:		
Springfield Utility District Electrical Service . .	150	
" " " water service	1500	
" System Development Charge.	2500	
" Plans Review	250	
" Elctrical, Mechanical, plumbing inspection.	500	
		_____
Subtotal		$ 139,900 -
Contingencies (4-1/2%)		6295.50
Engineering (3, 9, 9%)		12591.00
[redacted]		$ _____
[redacted] _____		_____
Estimated Net Authorization, Construction		$ 158,786.50

APPROVED

cc: Jack Ayres

REC'D 11-13-81 G

_____

Road Design Engineer

Rev. 3/81

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 1
Date

Section Springfield Downtown Transit Station County

Kind Of Work Length Name Day

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All		2500
	Temporary Detection and Direction of Traffic		All	All		2500
	Building Work		All	All		130,000

COST ANALYSIS UNIT. 10-28-81 BW
THIS ENGINEERING ESTIMATE IS PRICED FOR
BID LETTING 12-17-81

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

High # 720

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-0000(34) Prefix 320-1986

Project Name 5th St. & N. "B" St. Transit Sta. (Springfield) City Streets

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

Land pre-owned by City of Springfield. Leased by LTD for this development.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene Oregon, this 9th day of Nov., 1981

Lane Transit District

Phyllis P. Loobey

Certified By:

Regional Right-of-Way Supervisor

Date 11/16/81

Instructions: Complete A or B and C.

9417

DES 16

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION

TO: MEMO TO THE FILES

DATE: October 20, 1981

FROM: N. E. Mann
Design Engineer Supervisor

SUBJECT: Project Name Change

1 Verstoeg
2 Andersen
3 Christenson
4 Olson
5 Sullivan
Terpin
7 Trout
6 Wakerlig

RECEIVED
OCT 21 1981
ROAD DESIGN SECTION

Be ... Date
Return To
Bring
Action

It has been necessary to change the name of this project

FROM 5th St. @ N. "B" St. Transit Station (Springfield)

TO Springfield Downtown Transit Station

Scheduled December 17, 1981

NEM:rw

cc: Region 3
Environment
Project Management
Structures
Right-of-Way
Road Design
Traffic
Location

Contains Recycled Materials
81-125-1367

SP*75603-125

9417

J

4-23-81

~~December 29, 1980~~

AGR

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

[illegible] CONTRACTS and [illegible] No. 9404

SUBJECT: LGA Consultant Agreement
5th Avenue @ North B Street
Transit Station
Lane Transit District

Attached for your consideration are two copies of a Consultant Agreement for architectral/engineering services to be furnished to Lane District by Balzhiser Longwood Smith Paul & Associates for subject project.

The Highway Division External Audit Unit has conducted a pre-award audit and selection procedure evaluation and recommended OSHD concurrence.

We request approval of the Consultant Agreement, authorization to proceed with work by the Consultant and the return of one approved copy of the agreement for our project file.

MCH:pf
Attachment

cc: Roger Lang, Region 5
Cliff Laux

4-23-81
Tony Burrow —

PROJECT NO. M-0000(34)
Complete breakdown of lump sum amounts for preliminary and construction engineering, per your request.

Mainor

9417

1-23-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: M-0000(34)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10106

2A. COUNTY NAME: Lane

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/23/81

8. FEDERAL ROUTE NUMBER: FAU 1205 & 1124

9. STATE ROUTE NUMBER: City Streets

10. GENERAL LOCATION:

5th Avenue at North "B" Street Transit Station Section (Springfield)

11. GENERAL DESCRIPTION OF WORK

Consultant Agreement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Consultant Agreement

13. REMARKS

As requested in Mr. Swan's letter of 12/29/80 I approve the consultant agreement with Balzhiser, Longwood, Smith, Paul and Associates and you are now authorized to proceed with the preliminary engineering phase covered by the Agreement on a lump sum basis of $10,000 Federal Funds $8,818 which includes a net fee of $1,180. Preliminary engineering costs approved above are based on letter from consultant dated 4/6/81 which provides a break down of PE and CE costs covered in lump sum amount in agreement. It should be noted that CE phase must be requested and approved at PS&E. An approved copy of the agreement is returned herewith.

(No additional obligation of funds required)

RECEIVED
STATE HWY ENGR
APR 24 '81
REFER TO
FOR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/23/81	R. K. Hammer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9417

BALZHISER, LONGWOOD, SMITH, PAUL & ASSOCIATES
ARCHITECTS & PLANNERS A.I.A.
725 Country Club Road, Eugene, Oregon 97401 (503) 687-1010

April 6, 1981

George Montoya
Lane Transit District
P.O. Box 2710
Eugene, OR 97402

Re: LTD Bus Shelter
Springfield (8021)

Mr. Montoya:

In the consultant agreement between Lane Transit District and Balzhiser, Longwood, Smith, Paul and Associates, Article 8.1 sets forth our total fee of $19,000.00. The breakdown of the fee is as follows:

Preliminary engineering (includes $1,180.00 profit)	$10,000.00
Construction engineering (includes $1,223.00 profit)	9,000.00

I trust this provides the breakdown you need for FHWA.

Sincerely,

James B Maxwell
James B. Maxwell

JBM/dt

PRINCIPALS Thomas A. Balzhiser AIA James C. Longwood AIA Darrell L. Smith AIA James R. Paul AIA
ASSOCIATES Philip A. Giuntoli AIA James B. Maxwell CSI Leo V. Stauber AIA
Seattle Office: 800 Securities Bldg., Seattle, Washington 98101 • (206) 682-4544
Portland Office: 1800 S.W. First Ave., Suite 225, Portland, Oregon 97201 • (503) 222-5381

9417

LANE TRANSIT DISTRICT

March 26, 1981

D.E. Swan
Operations Programming
206 Transportation Bldg.
Salem, Oregon 97310

Dear Mr. Swan:

Enclosed is a breakdown of the architectural consultant's profit for preliminary and construction engineering for the Lane Transit District transit station at 5th & N. "B" in Springfield as you have requested. This breakdown is a supplement to the current contract, under Articl 8.1.

Sincerely,

George Montoya
George Montoya
Facilities Planner

GM/dn

cc: Maynard Holmes

Called LTD 4-2-81 for complete breakdown of P.E. & C.E. costs.
mcH

P. O. Box 2710, Eugene, Oregon 97402 • Telephone: 503/687-5581

BALZHISER, LONGWOOD, SMITH, PAUL & ASSOCIATES
ARCHITECTS & PLANNERS A.I.A.
725 Country Club Road, Eugene, Oregon 97401
(503) 687-1010

March 23, 1981

George Montoya
Lane Transit District
P.O. Box 2710
Eugene, OR 97402

Re: LTD Bus Shelter
Springfield (8021)

Mr. Montoya:

In the consultant agreement between Lane Transit District and Balzhiser, Longwood, Smith, Paul and Associates, Article 8.1 sets forth our total fee of $19,000.00. This includes $2,403.00 profit. The profit is allocated as follows:

Preliminary engineering (all work prior to bidding)	$1,180.00
Construction engineering (all work during construction)	$1,223.00

I trust this provides the breakdown you need for FHWA.

Sincerely,

James B Maxwell
James B. Maxwell

JBM/dt

OSHD CONCURRENCE

for ASST. STATE HIGHWAY ENGINEER

DATE 3/27/81

PRINCIPALS *Thomas A. Balzhiser AIA James C. Longwood AIA Darrel L. Smith AIA James R. Paul AIA*
ASSOCIATES *Philip A. Giuntoli AIA James B. Maxwell CSI Leo V. Stauber AIA*
Seattle Office: 800 Securities Bldg., Seattle, Washington 98101 • (206) 682-4544
Portland Office: 1800 S.W. First Ave., Suite 225, Portland, Oregon 97201 • (503) 223-5384

9417 3-18-81 Springfield

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: 5th & North 'B' Transit Station (Springfield)

HIGHWAY NAME: City Street

HIGHWAY NUMBER: City Street

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
3	5	Lane (20)	Springfield

LENGTH	MILEPOST NUMBER		
0.1	N/A TO	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☐ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☒ FAUS ☒ OTHER mass transit

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER

PROJECT DESCRIPTION

This project is for construction of bus shelters and other appurtenances at 5th and North 'B' Streets in Springfield, for Lane Transit District. PE and construction engineering to be done by a consultant, with monitoring by the State.

1 Versteeg ✓
Anderson
3 Christensen
3 Olson
Sullivan
Terpin
4 Trout
4 Wakerlig

RECEIVED
MAR 39 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring by /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
N/A	

LEVEL OF SERVICE N/A	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
N/A	N/A	☐ LIGHT ☐ MEDIUM ☐ HEAVY

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

APPROVED
Harold E. Terpin
Location Engineer
Date 3/18/81

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH.
TRAVEL LANES	N/A	N/A
SHOULDERS	"	"
MEDIANS	"	"
PARKING LANES	"	"
SIDEWALKS	"	"
BIKEWAYS	"	"
INTERCHANGES	"	"
OTHER:	none	construct bus shelters and other appurtenances

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☒	☐	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☒	☐	☐
Drainage	☐	☐	☒
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☐	☒
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☒	☐	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☒	☐	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☒	☐	☐
Fish & Wildlife Approval	☐	☒	☐

3.- FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment		X	
Statewide Assessment	X		
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing _____		X	
Borrow Source		X	
Material Source		X	
Utilities	X		

	YES	NO	MAYBE
Hydraulics Study		X	
Soils Investigation		X	
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available	X		
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review	X		

Type _____

4 - WORK ITEMS

		TO BE PERFORMED BY		
		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING				X
RIGHT–OF–WAY	N/A			
CONSTRUCTION ENGINEERING				X

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

7 - TYPICAL SECTION AND LOCATION

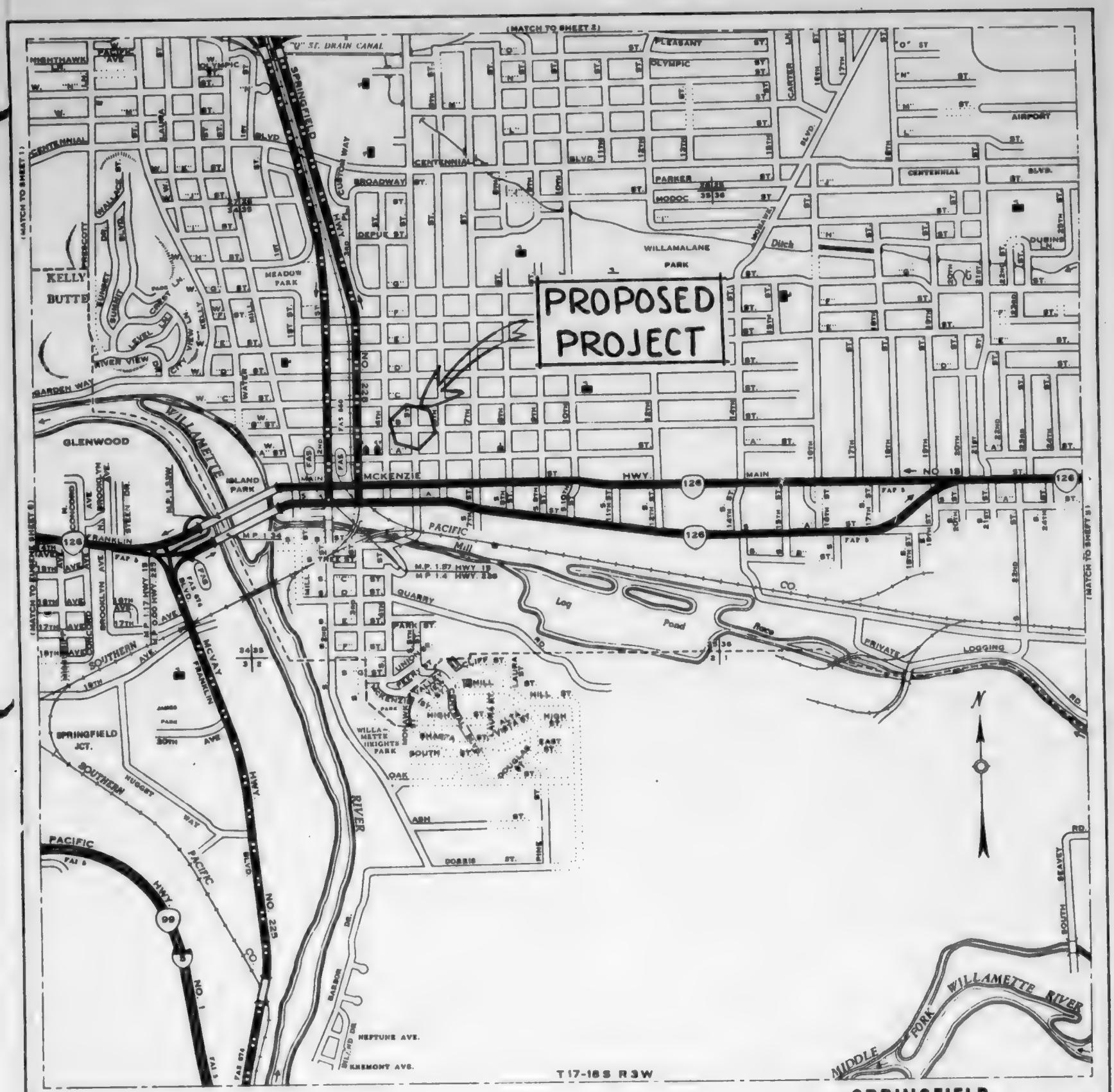
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		16.310
RIGHT OF WAY		
TRAFFIC CONTROL		3.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER bus shelters and appurtenances		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL *	211,200	

*Total programmed in TIP including PE, construction cost and monitoring.

SUBMITTED BY Dave Jones, Resident Engineer



LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

SPRINGFIELD

LANE COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

POPULATION 29,000

Scale in Feet

SHEET ARRANGEMENT

1	2	3
	4	5
6	7	

REVISED MAY 1973

SHEET 4 OF 7 SHEETS

9417

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

1045 Gateway Loop Springfield, OR 97477

In Reply Refer to
File No.:

February 27, 1981

Ellen Bevington
Transit Planner
Lane Transit District
P.O. Box 2710
Eugene, OR 97402

Approval has been received from the Federal Highway Administration to proceed with the preliminary engineering on the 5th and North 'B' transit station in Springfield.

In accordance with the co-operative agreement, appropriate costs are eligible for Federal participation as of February 12, 1981

Yours truly,

Original Signed by David L. Jones

David L. Jones.
Resident Engineer

cc: Alfred Shirley, Jr.
Jack Ayres
Gary Zehner

734-3122

9417

2-12-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-0000(34)

STATE PROJECT NO.: See below

FROM: E.J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 10106

COUNTY NAME: Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2/12/81	FAU 1205 & 1124	City Street

GENERAL LOCATION:

5th Avenue at N "B" Street Transit Station (Springfield) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work.
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/4/81 at a TEC of $16,310

Federal Funds $14,382.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/12/81	G. K. Swan	for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-455

9417 2-12-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: M-0000(34)

STATE PROJECT NO.: See below

FROM: E.J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.: ✓

ITEM NO.: 10106

COUNTY NAME: Lane

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO
Machtley
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	2/12/81	FAU 1205 & 1124	City Streets

GENERAL LOCATION:

5th Avenue at N. "B" Street Transit Station (Springfield) Section

GENERAL DESCRIPTION OF WORK:

Transit Passenger facilities

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/12/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $223,690 Federal Funds $197,248.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/12/81	G. K. Hansen	for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-466

9417

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

February 12, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 10106
Project No. M-0000(34)
5th Ave. @ N. "B" St. Transit Station
Lane County

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $223,690 with an obligation of $197,248 in Federal funds.

JLG:bkc

cc: Gary Zehner
Lou Olson
General Files

Form 734-3122

9417

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

February 4, 1981

TO: Ernest Valach
Acting Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10106
Project No. M-0000(34)
5th Ave. @ N. "B" St. Transit Station
(Springfield) Sec.
Lane County

Attached support data for the subject project consists of PR-1 forms with project maps and data sheet for State P.E.

I request the following:

1) Concurrence that this project falls under the Statewide Categorical Exclusions approved by FHWA 2-25-80 satisfying the requirements of FHPM 7-7-2.

2) Authorization to proceed with all phase of preliminary engineering including utility preparatory work necessary to obtain PS&E approval for the project at an estimated total cost of $16,310 with obligation of $14,382 in Federal funds.

DRH:bkc
Attachments

cc: L.E. George
Alfred Shirley (Region 3)
General Files

Form 734-3122

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

February 4, 1981

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME		
		City St. 5th Ave. @ N. "B" St. (Springfield) 65			4,000 (1) 3,000 (2)	----	---	10	Oregon		
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14		NUMBER 23 7
	PE, Transit Passenger Facilities								M-		0000
CARD 4	CLASS OF FEDERAL FUNDS						COUNTY NAME				
	Urban System						Lane				
	NAME OF URBAN AREA 17-31						ROUTE NO.	FEDERAL-AID	STATE (32)	(36)	U.S. (37)
	Eugene						U	1035 & 1124	City St.		----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS 88.18% (67)(76)	STATE FUNDS (PTD)	OTHER FUNDS (LTD)
1	(14-18)	(16	41	42	43 46	53						
5					**PE** TOPICS			0.0	16,310	14,382	964	964
5					**ROW**							
5					**CONST** (CODE) TOPICS Y108		"5th Ave. @ N. "B" St. Transit Station (Springfield) Sec."	0.0	223,690	197,248	13,221	13,221
							PROJECT TOTALS	0.0	240,000	211,630	14,185 *	14,185

(16) (23)(24) (33) REMARKS

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	DRH 10-1-80

(1) 5th Ave. ADT
(2) "B" St. ADT
* Not to exceed $14,400.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

February 4, 1981

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St. 5th Ave. @ N. "B" St. (Springfield)	ADT	4,000 (1) 3,000 (2)	----	---	10	Oregon	41	W32	10106

RK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ger Facilities								M-	0000	(34)		

	COUNTY NAME	CODE	PROGRAM STAGE
Urban System	Lane	039	1 OR 2
Eugene	ROUTE NO. U / FEDERAL-AID 1035 & 1124 / STATE City St. / U.S. ----		

RK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 88.18%	STATE FUNDS (PTD)	OTHER FUNDS (LTD)	CHARACTER OF PROPOSED WORK (Full description)
ICS			0.0	16,310	14,382	964	964	
W								
NST (E) CS 8		"5th Ave. @ N. "B" St. Transit Station (Springfield) Sec."	0.0	223,690	197,248	13,221	13,221	
DRH		PROJECT TOTALS	0.0	240,000	211,630	14,185 *	14,185	

VAL DATES: 10-1-80

REMARKS

(1) 5th Ave. ADT
(2) "B" St. ADT
* Not to exceed $14,400.

-over-

USCOMM DUSCOMM-DC 48905-P61

5th Ave. @ N. "B" St. Transit Station (Springfield) Sec.
Project No. M-0000(34)

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work.

2) Upgrade existing LTD Transfer Station passenger waiting facilities, information systems, lighting, realignment of curbs, heavy duty bus pads in loading areas and incidental work common with this type of project.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreement as the project is entirely within a local jurisdiction.

FHPM 7-7-2 Requirements: Statewide categorical exclusions concurred in by FHWA on February 25, 1980.

FHPM 7-7-5 Requirements:

a) Public Hearings - Not required under Oregon Action Plan.
b) Location/Design - Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 4.
2) Included in LCOG FY 81 TIP/AE on page 12 and 6 Yr. HIP page 78, line 3.

9417

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: D. E. Swan
Operations Programming Engineer

DATE: January 30, 1981

FROM: ROGER PATITZ
Region Design Engineer

SUBJECT: 5th & North "B" Transit Sta.
City of Springfield
Lane County

Herewith Authority for Survey and Location Prospectus for subject project. A category request was prepared and is included for forwarding to the Environmental Section if necessary. The project appears to meet the requirements for state-wide categorical exclusion.

No waterways are involved.

The consultant agreement has not been completed as of this date.

rep/cw
Encl.

Contains
Recycled
Materials
81-125-1367

Form 81-734-3039 9417 (SSS0001)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section 5th and North 'B' Transit Station (Springfield) Date January 12, 1981

Highway City Street Authorization No. 1

County Lane #20 Survey Prefix 320-1986 (Assigned by Salem office)

Description of termini, route, length, etc.:

Construct transfer station at 5th and North 'B' Streets in Springfield.

M-0000(34)
2-12-81

Purpose of survey:

Establish funding for preliminary engineering by consultant for Lane Transit District and monitoring of consultant's work by State.

Estimate of costs:

Resident Engineer	(901)	$2,500	Project Management	(920)	100
Paym't to Local Govrnt	(903)	500	Specifications	(921)	500
Consultant Fees	(904)	9,310	Adm. Serv. (Eng.)	(922)	100
Final Design	(905)	1,000	Environmental	(923)	200
Bridge Design	(906)	1,400			
Soils & Geology	(910)	500			
Traffic	(911)	200			

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JAN 14 1981
LOCATION SECTION

Total estimated cost of survey . . . . . $ 16,310

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

David L. Jones — Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

5th and North "B" Transit Sta. (Springfield)
Lane County

Resident Engineer	901	2500
Citizens Involvement	902	
Local Government	903	500
Consultants Fees Enter when agreement complete	904	
Final Design	905	
Bridge Design	906	
Preliminary Design	907	
Field Testing Section (Construction)	908	
Right of Way Descriptions	909	
Soils & Geology	910	
Signing (Traffic Dept)	911	
Landscape Department	912	
Right of Way-Liaison & Relocation	913	
Utility Liaison	914	
Not to be used with Survey Prefix	915	
Photogrammetry	916	
Inventory Needs	917	
Reconnaissance & Hydrology	918	
Engineering Graphics	919	
Program & Planning Administration	920	
Specifications	921	
Environmental Section	923	
Department of Transportation	924	
Foundation Investigation	926	
Training Courses,Conferences & Seminars	950	
Employee Relocation Assistance Program	955	
Historical Sites Inventory	975	
Public Hearings Charges	980	
EEO Monitoring Expense	985	
"Non-State" Employees Travel	986	

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: January 12, 1981
PREFIX:

1 - IDENTIFICATION

PROJECT NAME: 5th & North 'B' Transit Station (Springfield)

HIGHWAY NAME: City Street

HIGHWAY NUMBER: City Street

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
3	5	Lane (20)	Springfield

LENGTH: 0.1

MILEPOST NUMBER: N/A TO

[ ] RURAL [X] URBAN

LOCAL GOVERNMENT PROJECT? [ ] YES [ ] NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [X] FAUS [X] OTHER mass transit

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [ ] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

This project is for construction of bus shelters and other appurtenances at 5th and North 'B' Streets in Springfield, for Lane Transit District. PE and construction engineering to be done by a consultant, with monitoring by the State.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): N/A

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE N/A	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
N/A	N/A	[ ] LIGHT [ ] MEDIUM [ ] HEAVY

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES		
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:	none	construct bus shelters and other appurtenances

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☒	☐	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☒	☐	☐
Drainage	☐	☐	☒
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☐	☒
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☒	☐	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☒	☐	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☒	☐	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment		X	
Statewide Assessment	X		
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing _____		X	
Borrow Source		X	
Material Source		X	
Utilities	X		

Type _____

	YES	NO	MAYBE
Hydraulics Study		X	
Soils Investigation		X	
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available	X		
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review	X		

4 - WORK ITEMS

		TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING				X
RIGHT–OF–WAY	N/A			
CONSTRUCTION ENGINEERING				X

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		
DRAFT ENVIRONMENTAL IMPACT STATEMENT		
CORRIDOR APPROVAL		
FIELD SURVEY		
PRELIMINARY DESIGN		
DESIGN APPROVAL/FINAL EIS		
RIGHT-OF-WAY DESCRIPTIONS		
RIGHT-OF-WAY ACQUISITION		
P.S. & E. DOCUMENTS		

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER bus shelters and appurtenances		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL *	211,200	

*Total programmed in TIP including PE, construction cost and monitoring.

SUBMITTED BY Dave Jones, Resident Engineer

PROPOSED F. A.
URBAN PROJECT
SPRINGFIELD
EXHIBIT "A"
PACIFIC
GAME FARM ROAD EAST
GAME FARM ROAD
DEADWOOD FERRY
COLONIAL DR
CARDINAL WAY SOUTH
PARTRIDGE WAY
GATEWAY
FAU 1295
PROPOSED
McKENZIE
MARY ST
MANSFIELD
SEWARD
HAYDEN
HARLOW
DARLENE AVE
LOCHNAVEN
NANCY AVE
GRANDVALE DR
MIDDLANE DR
INDALE DR
FAP
FAP 28
128
227
FAU 1250
FAU 1205
FAU 1260
FAU 1195
QUINALT DRIVE
FAIRVIEW
LINDEN AVE
MENLO
COTTONWOOD AVE
CENTENNIAL
KELLOGG RD.
KELLY
BUTTE
DIAMOND ST
ASPEN
WEST D ST
SEWAGE TREATMENT PLANT
RIVER
FAU 1128
FAU 1120
FAU 1130
FAU 1124
FAU 1136
FAU 1215
FAU 1235
FAU 120
FAU 1035
FAU 1185
FAU 1187
SOUTHERN PACIFIC
QUARRY RD
CENTRAL BLVD
Springfield Jct
LAUREL HILL RD
99
126
5

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date January 12, 1981

Section 5th & North 'B' Transit Station(Springfield) City Springfield Hwy. No. ---

Highway ---

Begin M.P. 0 Length 0.1

County Lane

Program Estimate 211,200

Region 3

Funding Source FAUS

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

Construct bus shelter and other appurtenances for b s passenger transfer station at 5th and North 'B' Streets, City of Springfield.

C. Recommended Project Classification:

Project Class		Documentation
____	I	Draft and Final EIS
X	II	Categorical Exclusion
____	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding

__ Cultural Resource Survey

__ Section 106 Procedures

__ Noise Study Report

X Indirect Source Construction Permit

__ Section 4(f) Determination

Basis for Recommended Classification:

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	N/A	N/A
Median (Yes/No)	N/A	N/A
Shoulders (Yes/No, Paved/Gravel)	N/A	N/A
Average Daily Traffic (Volume and Year)	N/A	N/A
Alignment (New, Combined, Existing)	N/A	N/A
Speeds (Posted and Estimated)	N/A	N/A

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts: None

   Acres _____

   Estimated Number of Parcels _____

   Residential Relocation (No.) _____

   Business Relocation (No.) _____

   Describe:

2. Estimated Impact on Land Use: None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety: None

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources: None

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources: None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues: None

Name of Preparer and Phone Number: Dave Jones 726-3582

9/17.

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit - 8-2878

INTEROFFICE MEMO

FILE: AGR

DATE: December 23, 1980

TO: D. E. Swan
Operations Programming Engineer

FROM: Vernon E. Skoog
Controller

SUBJECT: Pre-award Evaluation
Lane Transit District/BLSPA
Transit Station, Springfield

As requested by your memo dated December 18, 1980, and as required under State procurement procedures, we have reviewed the consultant selection and the accounting provisions of the subject agreement.

Subject only to the deletion of the figure "15%" from Exhibit B, Page 3, Line Item "Profit", and the insertion of the budget reference on Page 14, we recommend approval.

DWJ:njc

cc: Contract Accounting

Contains
Recycled
Materials
81.125.1387

9417

September 26, 1980

AGR 4

Ms. Phyllis Loobey, General Manager
Lane Transit District
P1 O. Box 1135
Eugene, OR 97401

MISC. CONTRACTS and
AGREEMENTS No. 7340

Dear Ms. Loobey:

Attache for your files is a fully executed copy of an agreement concerning improvements to the 5th Street and North "B" Street Transit Station in Springfield.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (fully executed agreement attached)
Dennis Moore (two xerox copies of agreement attached)

7117

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

July 16, 1980

Jack Ayres

FROM: JACK AYRES
Regional Federal-Aid Engineer

SUBJECT: Transit Station
5th & North "B"
Springfield
Lane County

TO: D.H. Moehring
Asst. State Highway Engineer
SALEM

ATTENTION: Gary Zehner

At the same time I received Mr. Bob Prange's letter of July 10 in which paragraph two states that preliminary engineering costs will be born by the Transit District, I also received a phone call from Mr. George Montoya of Lane Transit District requesting full federal aid participation in both preliminary engineering and construction engineering costs.

I met yesterday with Ellen Bevington of LTD to ascertain just exactly what the desires of LTD were. I was informed that through an inadvertent oversite, the request for federal participation in the preliminary engineering phase was overlooked. Attached is an amended budget cost estimate for the entire project, which shows a figure of $25,000 for architectural and engineering fees. This is the estimated cost of preliminary engineering. I have also been informed that no charges or preliminary engineering work have been done to date, nor will any charges or work be performed until the proper documents have been approved.

Lane Transit District indicates they would like to be through the consultant selection process by October of this year. Assuming no more changes in the project application, will you proceed to prepare the proper agreements.

D. E. Swan - Please Program & Update PMS.

ja/cp
attach.
cc: Larry Asburry
Dave Jones
George Montoya - LTD

cc w/Attachment:
C. T. Keasey
J. H. Versteeg
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R. Trygstad
D. O. Christensen
J. Sullivan
F. W. Yarbrough
J. Grassman
Region 3:
A. Shirley, Jr.
J. Ayres
N. Flanagan

LANE TRANSIT DISTRICT

July 15, 1980

Jack Ayers
Federal Aid Engineer
P.O. Box 1128
Roseburg, OR 97470

Dear Jack:

The current revised cost sheet shows request for architectural and engineering fees for FAU construction @ 5th and N. "B" in Springfield. I'll also send a copy to the local COG for their information.

Sincerely,

George Montoya
Facilities Planner

GM/dp

cc: John Replinger

P. O. Box 2710, Eugene, Oregon 97402 • Telephone: 503/687-5581

AMENDED BUDGET COST

DESCRIPTION	QUANTITY	UNIT	PRICE	AMOUNT	TOTAL
Springfield Station					
Remove Street Curbs	320	LF	1.50	480	480
Remove Sidewalk	1,280	SF	.60	768	768
Excavation	32	CY	12.00	384	384
New Curb Work	320	LF	5.50	1,770	1,760
New Sidewalks	3,840	SF	1.75	6,720	6,720
Planter Walls	1,472	SF	9.00	13,248	13,248
Landscaping Allowance	1	LS	3,200.00	3,200	3,200
					144,958
Custom Shelter Units	864	SF	5.00	4,320	4,320
Shelter Benches	768	SF	2.50	1,920	1,920
Asphalt Paving	1	EA	15,000.00	15,000	15,000
New CRT Information Unit	1	LS	4,500.00	4,500	4,500
Lighting Allowance	1	LS	1,500.00	1,500	1,500
Patch & Repair Existing					
					198,758
Direct Construction Cost					
					25,000
Architectural & Engineering Fees					223,758
					16,242
Contingency					
					240,000
Project Cost					

9417

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: FILES

DATE: July 10, 1980

FROM: R. H. Prange
Local Programs Supervisor

SUBJECT: 5th Street and North "B" Street
Transit Station (Springfield)
Federal Aid Urban Project

The subject project is included in the approved Six-Year Program as an additional LCOG TIP project under "Transit Stations". The attached project request describes the details of the project.

Lane Transit District will engage a consultant to perform P.E. All P.E. costs, including consultants costs and monitoring cost by State, will be paid by LTD. Federal aid funds will be limited to construction. The consultant will perform construction engineering as a participating cost. The location of the proposed project is indicated on the attached map. LTD will provide all match funds for the project.

GEZ:pf
Attachment

D. E. Swan - Please Program & Update PMS.
cc w/Attachment:

C. T. Keasey
J. H. Versteeg
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R. Trygstad
D. O. Christensen
J. Sullivan
F. W. Yarbrough
J. Grassman
Region 3:
A. Shirley, Jr.
J. Ayres
N. Flanagan

Contains Recycled Materials
81-125-1387

PROPOSED F. A. URBAN PROJECT

SPRINGFIELD

McKENZIE

RIVER

FAU 1295

FAU 1260

FAU 1205

FAU 1250

FAU 1195

FAU 1120

FAU 1128

FAU 1130

FAU 1136

FAU 1124

FAU 1035

FAU 1215

FAU 1235

FAU 1185 PROPOSED

FAU 1187

FAP 28

PACIFIC

SOUTHERN PACIFIC

GAME FARM ROAD EAST

DEADMOND FERRY RD

COLONIAL DR

HAYDEN BRIDGE RD

HARLOW RD

MANSFIELD AVE

HARVEST ST

18TH ST

MARCOLA

EUGENE

QUINALT DRIVE

KELLOGG RD.

MAIN

SOUTH A ST

WEST D ST

QUARRY RD

Springfield Jct

HWY 126

HWY 99

HWY 228

9417

FEDERAL AID PROJECT REQUEST

Date June 5, 1980

Applicant Agency Lane Transit District
Request for: Off-System ____, FAS-C ____, FAUS X Project
Federal Aid Route No. FAU 1205 & 1124 Route Name 5th & N. "B" Street
Project Name 5th & N. "B" Transit Station Redesign
(See map 1)
Project Length Approximately 90 days Project Location (Attach sketch map)
Project Description This project is designed to update the existing LTD transfer station location at 5th & N. "B" in Springfield, Oregon. The proposed update would include upgrading existing passenger waiting facilities, information systems and lighting. It would provide for realignment of adjacent curb and for heavy duty bus pads in loading areas. (See Drawing #1 for details.)
Average Daily Traffic N."B": 3,000 Design Speed 5th: 25 m.p.h.
5th: 4,000 "B" St.: 25 m.p.h.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)
   "B" St. - 40'
   Width 5th St. - 46' Travel Lanes Two-way Shoulders -0-
   Medians None Parking Transit coaches only (on street)
   Sidewalks Yes
   Remarks See drawing #1. Reference to existing curb line and proposed offset to increase traffic and pedestrian safety. Photos show existing transit station.
2. Desired Roadway Cross Section: (Attach sketch)
   "B" St. - 43'
   Width 5th St. - 49' Travel Lanes Two-way each Shoulders -0-
   Medians -0- Parking Transit coaches only
   Curbed Yes, relocate existing Length Curb Radii Same as existing
   Sidewalk/Bikeway Sidewalk T/B accessible for wheelchairs and bike lane.
   Remarks Roadway will be rebuilt to specifications for transit coaches as shown in cross section drawing # C.5, Attachment #5.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:
   General Width 24' from face of existing curb Minimum 24' Maximum 24'
2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
   Yes X No
3. Will additional right-of-way be needed? Yes ____ No X
   If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
   Remarks An agreement between the District and the City of Springfield concerning use of public right-of-way and permission to develop an attractive transit facility is attached as an exhibit (see Attachment #2)

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:
   Traffic control is maintained by the existing 4-way stop signs posted at the 5th & N. "B" intersection. (Shown in photos #1,2,3 & 4, Attachment #1)

2. Proposed Signalization:

Location Project anticipates retaining 4-way stop; no additional traffic control devices will be necessary. Springfield City Traffic Engineering has commented that they have no immediate plans for any additional traffic control device installation at 5th & N. "B".
Type
Phases
Type of Suspension N/A
Interconnected N/A
Remarks

3. Permanent Signing:

Include in project or by applicant? Permanent signing shall include signs and graphics necessary to queue transit patrons to bus stop locations. Existing bus stop signs shall be maintained at existing locations for traffic control. Signage requirements shall be included in this project.

4. Permanent Striping:

Include in project or by applicant? No striping is proposed or requested for this project.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Existing streetlights, located on the southwest corner (not on project site) illuminate a portion of the southeasterly portion of the intersection of 5th & N. "B". The other light is located mid-block on the south side of 5th St. adjacent to the existing 5th St. bus shelter. (See photos #2 and #3 for existing lighting.)

2. Proposed Illumination:

Location Lighting will be provided at or in the shelters and at the information kiosks. Type to be determined during preliminary engineering phase through a lighting consultant.
Type
Remarks Station and shelter lighting is necessary for patrons' security, for bus identification and for use of information/schedule displays.

V. STRUCTURE DATA

1. Existing Structure:

Location A. Information board on the southeast corner of 5th & N. "B" St.; B. Two type B bus passenger waiting shelters: A. 30' south of existing curb line of "B" (OVER)
Type "B" type shelter - See Attachment #4.
Approach Roadway Width NA Shoulder Width NA
Length NA Width NA
To remain in place? No; redesign of shelters and curb boarding area as shown in Drawing #1 will be the major change.

2. Proposed Structure:

Location In public r/w on southside and eastside of 5th & N. "B" intersection as shown in Drawing #1.
Approximate Size: Length Refer to Drawing #1. Width Refer to Drawing #1.

Street on the east side of 5th; and B. 50' east of existing curb of 5th Street on the soouth side of "B".

Are sidewalk/bikeways desired: An upgrade of existing sidewalk with wheelchair ramps is planned, along with provisions for bicycle parking to encourage alternative modes of transportation. (Bike parking not shown on drwg.)

Are any utilities to be attached to structure? Electrical power will be necessary for station lighting and "stubbed" telephone wiring for future CRT display is planned.

Are provisions for illumination desired? Yes, an upgrade of existing conditions would be contingent upon consultant recommendation.

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered? No

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — George Montoya, Facilities Planner, LTD Office
2. Environmental — Same as above Office
3. Public Hearing — Same as above Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State _____ Consultant X

2. Project construction engineering to be performed by:

Applicant_____ State_____ Consultant___X___

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No___X___
If "yes," describe briefly: P.E. BY LTD AT THEIR OWN EXPENSE.

4. Applicant's estimate of cost for requested project:

$_____

PLEASE SEE COST SHEET

DATA ATTACHED

$

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

LANE COUNTY MASS TRANSIT DISTRICT

By Phyllis P. Loobey

GENERAL MANAGER

(1976)

DENNIS ASSOCIATES
Construction Consultants, Inc.

ESTIMATE 80-112
PROJECT Springfield Station
ARCHITECT Lane Transit Planning
DATE February 10, 1980
SHEET NO. Budget Cost Analysis

	DESCRIPTION	QUANTITY	UNIT	MATERIAL PRICE	MATERIAL AMOUNT	LABOR CALCULATION PRICE	LABOR CALCULATION AMOUNT	SUB CONTRACT PRICE	SUB CONTRACT AMOUNT	TOTAL
2A	SPRINGFIED STATION									
	Remove Street Curbs	320	LF					1.50	480	480
	Remove Sidewalk	1,280	SF					.60	768	768
	Excavation	32	CY					12.00	384	384
	New Curb Work	320	LF					5.50	1,770	1,7
	New Sidewalks	3,840	SF					1.75	6,720	6,720
	Planter Walls	1,472	SF					9.00	13,248	13,248
	Landscaping Allowance	1	LS					3,200.00	3,200	3,200
	Pre-Fab Shelter Units	2,520	SF					25.00	63,000	63,000
	Shelter Benches	864	SF					5.00	4,320	4,320
	Asphalt Paving	768	SF					2.50	1,920	1,920
	New CRT Information Unit	1	EA					15,000.00	15,000	15,000
	Lighting Allowance	1	LS					4,500.00	4,500	4,500
	Patch & Repair Existing	1	LS					1,500.00	1,500	1,500
	DIRECT CONSTRUCTION COST									116,800
	GENERAL CONDITIONS 5%									5,840
										122,640
	GENERAL CONTRACTOR FEE 15%									18,3
	ESTIMATED CONSTRUCTION COST									141,036

Attachment #6

Lane Council of Governments

NORTH PLAZA LEVEL P&B / 125 EIGHTH AVENUE EAST / EUGENE, OREGON 97401 / TELEPHONE (503) 687-4283

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02	12] APPLICANT: Lane County Mass Transit District	[45	46] DIVISION: Planning Division	[79
03	12] APPLICANT ADDRESS STREET: P. O. Box 2710	[45	46] CITY: Eugene, Oregon [60	76] ZIP: 97402 [80
04	12] CONTACT PERSON: George Montoya	[45	46] AREA CODE: 503 [48	49] PHONE: 687-5581 [55	56] EXTENSION: -- [59
01	12] PROJECT TITLE: 5th & N. "B" Transit Station Redesign			[71
11	12] PROJECT LOCATION—CITY: Springfield	PROJECT LOCATION—COUNTY: Lane	PROJECT LOCATION: SEC: 35 T: 17 south R: 3 west	[79
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)			
06	12] This proposed project would update the existing mass transit transfer			[71
07	12] station at 5th & N. "B" in Springfield, Oregon. Proposed update would			[71
08	12] include passenger waiting facilities (shelters), passenger information			[71
09	12] (with future CRT stub), possible higher lighting level and curb realign-			[71
10	12] ment with heavy duty bus pads for traffic safety and structural reinforce- ment.			[71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	124,112		8,462	8,462	None	141,036

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Federal and urban	[71
15	12] FEDERAL AGENCY NAME [45	46] FEDERAL SUB-AGENCY NAME [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☐ 12	☐ 13	☐ 14	☐ 15	☐ 16	XX 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
XX 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes XX 29 No ☐ 30 Date: Junr 24, 1980

(D) REVIEW REQUIRED by A-95 Yes XX 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No XX 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No XX 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: July | 43] DAY [44: 1 | 45] YEAR [46: 1980

INSTRUCTIONS

(A) State Application Identification Number (PNRS #) — leave blank — numbers are assigned by State Clearinghouse.

(B) Complete each line in detail as described below. If additional space is required, please attach memo. **IMPORTANT:** Key all memos and supporting documents to appropriate question.

(C) Forward completed form and supporting documents to appropriate Regional Council(s) of Governments and State Clearinghouse **(8 COPIES REQUIRED BY STATE).**

APPLICANT AGENCY: The State Agency, County, City, Town or other unit(s) of government authorized and making application.

DIVISION: When applicable, the sub-agency of the applicant responsible for administering the project, i.e., City Police Dept., City Park Board, Human Resources Dept.—Employment Division.

APPLICANT ADDRESS: Street, City, Zip.

CONTACT PERSON: A representative of the applicant who may be contacted if further information is necessary, and his telephone number.

PROJECT TITLE: A brief descriptive name of the project. Use location of the project in title when feasible. Example: "Smithville Airport Expansion."

LOCATION: City and County in which project is located. For physical development, include section, township and range. If project is located in multiple locations, or has significant impact in other locations, describe in Remarks section or supporting memo.

SUMMARY PROJECT DESCRIPTION: A summary narrative description of the proposal by nature, type, purpose, size, or other characteristics which will enable the Clearinghouse to identify agencies having plans, programs, or projects that might be affected — **attach additional detail,** page size maps, planning documents, etc., for use by reviewing agencies when appropriate. For example, developers should include site maps, information pertinent to water and sewer facilities, and a description of environmental impact. Projects having social impact should provide precise narrative material describing goals and objectives of program, population to be served, and coordination with other agencies.

Line 12. Enter amount of funds to nearest whole dollar. **(Use NO PUNCTUATION ($, etc.).)**

A. Amount, Federal Funds
B. Amount, Other Federal Funds, See Line 13
C. Amount, State Funds, Explain Section IV, Page 2
D. Amount, Local Funds, Explain — Remarks Page 2
E. Amount, Other, i.e. Donation, etc. See Line 13
F. Amount, Total Funds — Add A, B, C, D, E

Line 13. Explain 12B and 12E — indicate type and source of "other" funds.

Line 14. **PROGRAM TITLE FEDERAL FUNDS:** Enter title as listed in OMB Catalog of Federal Domestic Assistance or OMB Circular A-95 Attachment D (revised 2/9/71.) State Funds: Enter common program name.

Line 15. **AGENCY AND SUB-AGENCY NAME:** Enter the name of the administering Agency and Sub-Agency, i.e., Department of Agriculture, Farmers Home Administration.

—Continued on back of Page 2—

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: June 24, 1980

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

Phyllis P Lockey
Signature (Authorizing Official)

INSTRUCTIONS FOR PAGE 1 — Continued

Line 17. A. Check the one which is most applicable — Explain "other" in an attached memo.

Line 17. B. Check One or more, as appropriate.

Line 17. C. Check appropriate box. If Yes, indicate date of submission.

Line 17. D. Check appropriate box. If "No" explain reason for submission, i.e., Governor's Directive administrative policy, request assistance or advice for program design, in an attached memo.

Line 17. E. If Yes, attach statement of your judgment as to the nature and extent of the environmental effect anticipated. Include any adverse effects that cannot be avoided and any alternatives to the chosen course of action. If a draft EIS is required by the Funding Agency, either attach copy(s) or, if to be submitted for separate review later, indicate anticipated date.

Line 17. F. If yes, describe proposed method of compliance with Federal Housing Relocation Act of 1970 in an attached memo.

Line 17. G. Give date you expect to file formal application with funding agency. (Use numbers, i.e., 04-17-72) **If less than 90 days from date of Notice of Intent, explain reason for lack of early warning in an attached memo.**

INSTRUCTIONS FOR PAGE 2

I. A. The term "comprehensive plan" includes at least the following elements:

land use	public schools	energy conservation	open space
transportation	other public facilities	housing	scenic and historic areas
water and sewage	urban growth boundaries	economic development	agriculture and forest lands
solid waste	geologic hazards	recreation	other natural resources

I. B. This refers to the statewide land use goals adopted by the State Land Conservation and Development Commission.

I. C. The term "state and regional plans" refers to any plan developed by a state agency or regional body, such as plans for social services and resource management.

II. Refer to I.A., above.

III. Explain any "no" answer under I or II.

IV. Enter number of program as listed in OMB Catalog of Federal Domestic Assistance, or OMB Circular A-95, Attachment D (Revised 2/9/71). If not listed, use appropriate Public Law, (or ORS) number and title.

V. Check appropriate box. If yes, enter date of contract.

VI. Explain any entry on Line 12C.

VII. To be completed by state agencies only:

(a) Either has been included in Legislative approved budget (or) requires "Emergency Board" action.

(b) Enter amount of General Fund cash, other fund cash (Explain sources in ATTACHED MEMO), In-kind match (Explain sources).

(c) Enter appropriate percentages and dollar amounts — totals must agree with Line 12.

(d) Check appropriate box and enter number.

(e) If yes, see Executive Department Accounting Division Procedures 15/971/09.

FEDERAL AID URBAN APPLICATION

LANE TRANSIT DISTRICT
5TH & N. "B" TRANSIT
STATION REDESIGN
LANE COUNTY, OREGON

Table of Contents

A. *Federal Aid Project Request*

B. *Attachments*

1 - Existing transit station photos
2 - Use permit and agreement
3 - Location map
4 - Type "B" standard shelter (fig. D-3)
5 - Bus pad sections (fig. C-5)
6 - Cost Estimates

C. *Drawings*

1 - Proposed downtown Springfield transit station

D. *Timetables*

1 - Timetables of existing transit routes serving 5th & N. "B" in Springfield.

Attachment #1

PHOTOGRAPHS OF EXISTING 5th & N. "B"

TRANSFER STATION - SPRINGFIELD

1. Looking S/E from existing intersection of 5th & N. "B".

2. Looking S/E through existing intersection of 5th & N. "B".

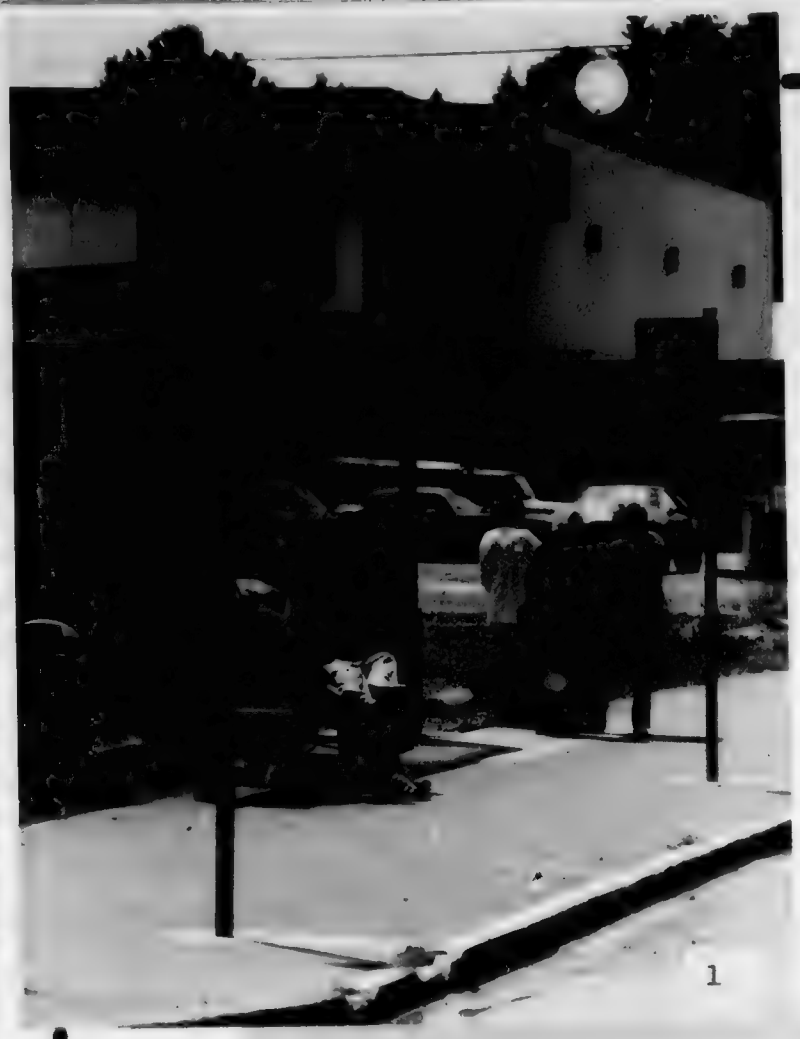
3. Looking S/E through existing intersection of 5th & N. "B".

4. Existing information board. (S/E corner of 5th & N. "B".)

5. (a-d) Existing pavement: curb-side of existing bus stops.

6. Existing 5th Street bus passenger shelter, bench and trash can.

7. Existing N. "B" bus passenger waiting shelter, trash can, public telephone, bench and street light post.



EXISTING 5th & N. "B"
TRANSIT STATION

1

2

7

EXISTING 5th & N. "B"
TRANSIT STATION

3

4

= EXISTING LIGHTING AT 5TH & N. 'B'

6

EXISTING 5th & N. "B"
TRANSIT STATION
PAVEMENT DETERIORATION

5a

5b

5c

5d

USE PERMIT AND AGREEMENT

THIS PERMIT AND AGREEMENT, made and entered into this 16th day of April, 1980, by and between the CITY OF SPRINGFIELD, OREGON, a municipal corporation, hereinafter referred to as CITY, and LANE TRANSIT DISTRICT, hereinafter referred to as PERMITTEE:

WITNESSETH:

FOR AND IN CONSIDERATION of the granting of a permit to use and encroach upon certain portions of City-owned property, identified as Tax Lots 800 and 900, on Lane County Assessor's Map 17-03-35-31, and located at the southeast corner of the intersection of North 5th Street and "B" Street in Springfield, Oregon, as shown on the map attached hereto as Exhibit "A", Permittee does hereby agree to the following terms:

1. Permittee will develop an attractive transit facility at the southeast corner of the intersection of North 5th Street and "B" Street using the City-owned property hereinabove described.

2. Permittee will coordinate the development of the transit facility with the aesthetics of the adjacent Springfield Civic Center and construction of the transit facility will be coordinated with the Civic Center, subject to timely approval of the Federal Aid Urban Grant that will fund Lane Transit District's project.

3. As part of the development of the transit facility, Permittee shall construct heavy duty portland cement concrete bus pads on North 5th Street and on "B" Street. On North 5th Street, Permittee shall pay the difference in cost between City specifications for arterial street pavement sections and Permittee's specifications for heavy duty bus pads. On "B" Street, Permittee shall pay the entire cost of the heavy duty bus pads. Apportionment of the cost of replacement, if any, of the heavy duty bus pads during the life of this Permit and Agreement shall be identical to that of initial construction.

4. Upon execution of this Permit and Agreement by the City, Permittee shall assume responsibility for maintenance and custodial services of the City-owned property referred to herein, occupied by Permittee, as well as the transit facility to be developed thereupon, and to perform such services to City's standards as evidenced by City maintenance for adjacent parking lot.

5. The costs of the removal of any encroachment from the property referred to herein shall be borne by the Permittee.

6. Permittee agrees to hold and save harmless the City from any liability which might be occasioned by Permittee's use of the property referred to herein.

7. The life of this Permit and Agreement shall extend for twenty years from the date first above written, unless earlier termination is mutually agreed upon by City and Permittee.

This permit and Agreement is DATED AND SIGNED the day and year first above written.

CITY OF SPRINGFIELD, a municipal corporation

BY: Vern Meyer
Vern Meyer, Mayor

LANE TRANSIT DISTRICT

BY: Phyllis P. Loobey

Attachment #2
2 pages

EXHIBIT "A"

N

Area of use and encroachment

B STREET

STREET

STREET

STREET

4TH

5TH

6TH

SPRINGFIELD

SPRINGFIELD

SPRINGFIELD

SPRINGFIELD

SPRINGFIELD

SPRINGFIELD

1400 1000 1100 1200

2700 2800 2900

136.0

800 700

3000 3200 3300

500 400 600

3500

5000 5500 5400 5300 5200

4501

7300 7400 7500 7600 7700 7800 7900 8000

8100 8300 8400 8500 8600

8700 8800

11200

10400 10600 10800 10900 11000

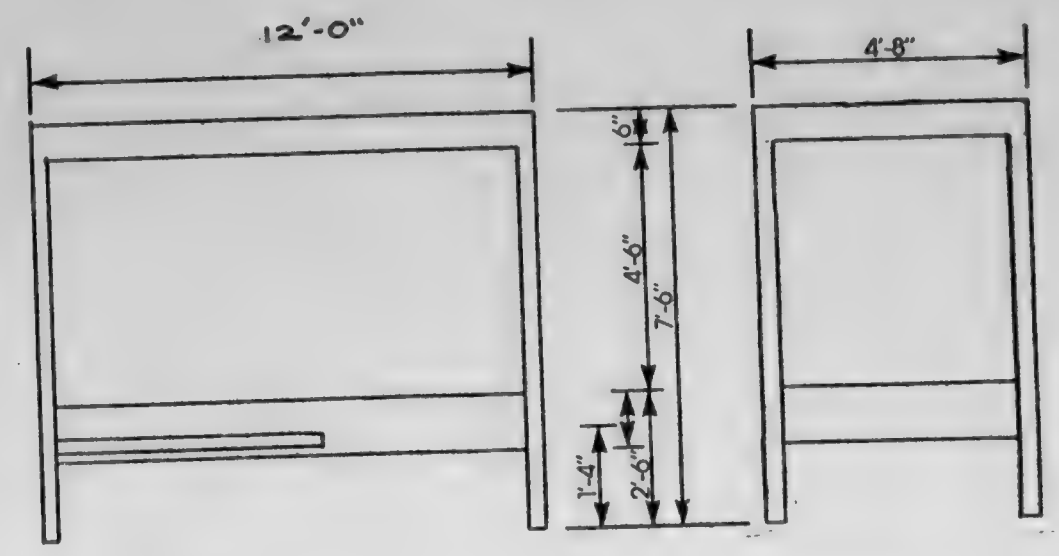
9200 9300 9400

DOCUMENT MISSING

NOT FILMED

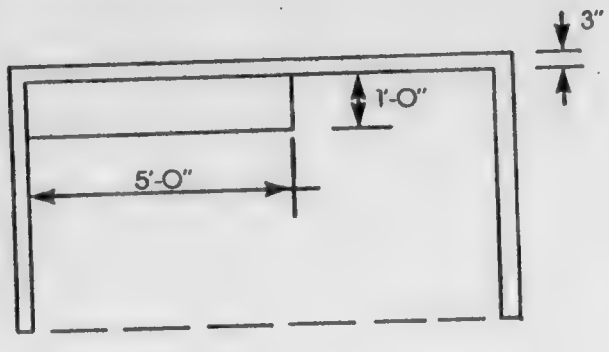
DOCUMENT NUMBER: 9417

Springfield Downtown map

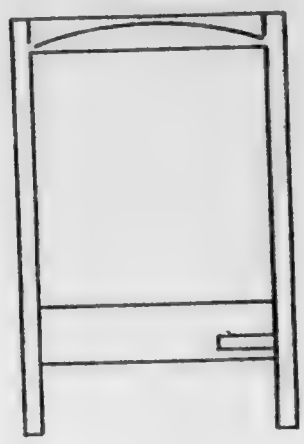


FRONT ELEVATION

END ELEVATION



PLAN SECTION



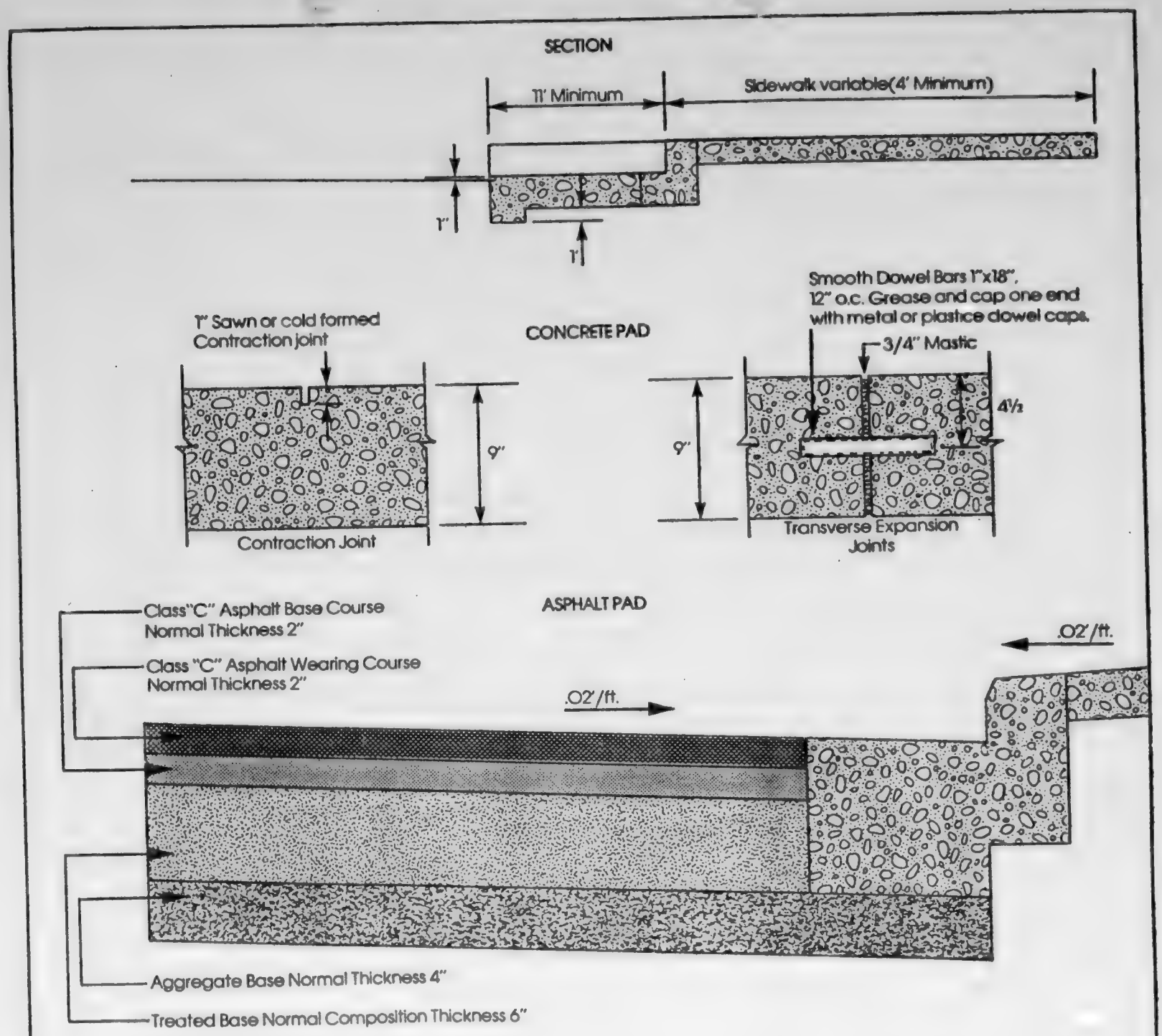
SECTION

TEXT REFERENCE D. 2

TYPE B STANDARD SHELTER

Standards For Bus Related Road Improvements

Figure D-3



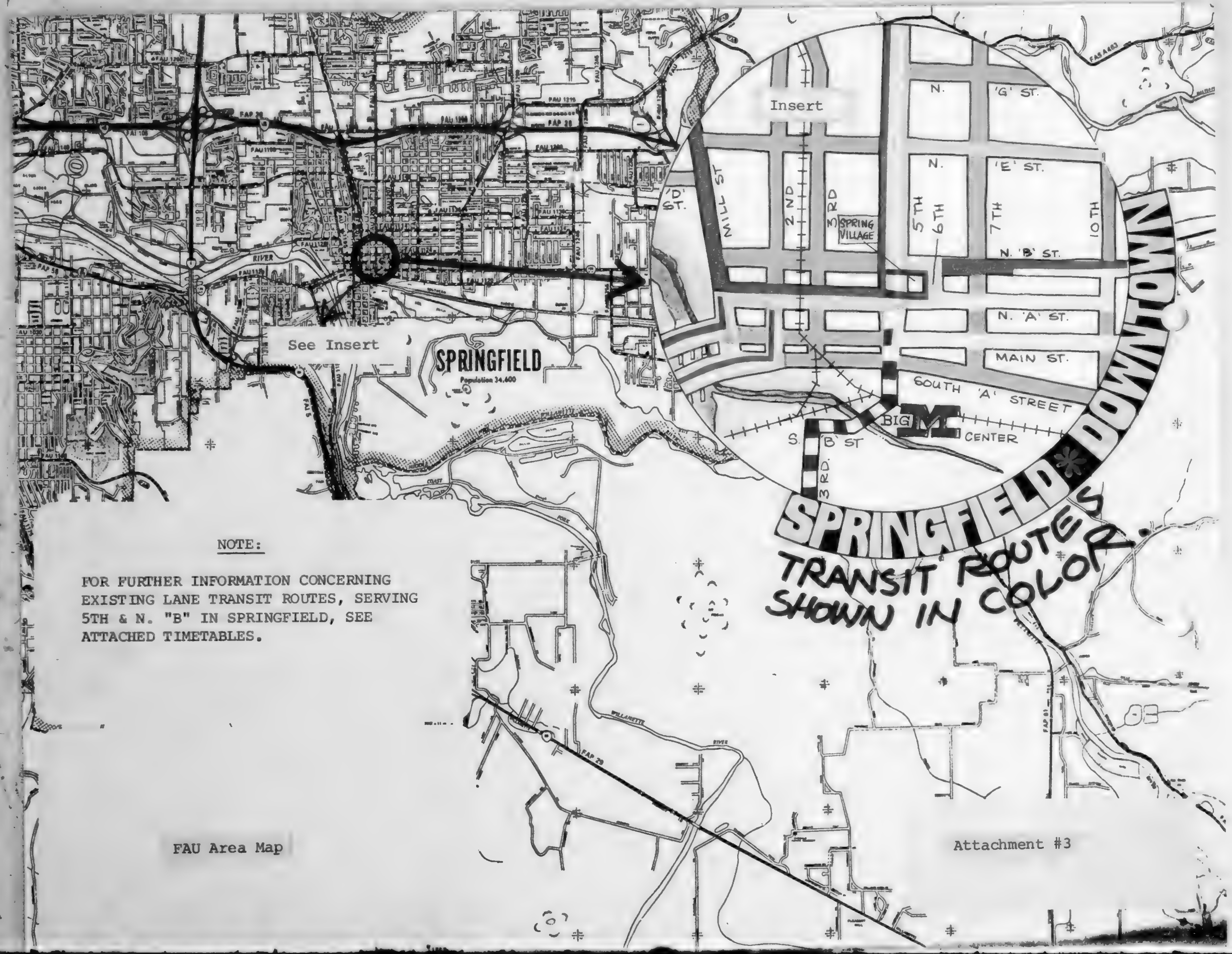
TEXT REFERENCE C.3

BUS PAD SECTIONS

Standards for Bus Related Road Improvements

Figure C-5

Attachment #5

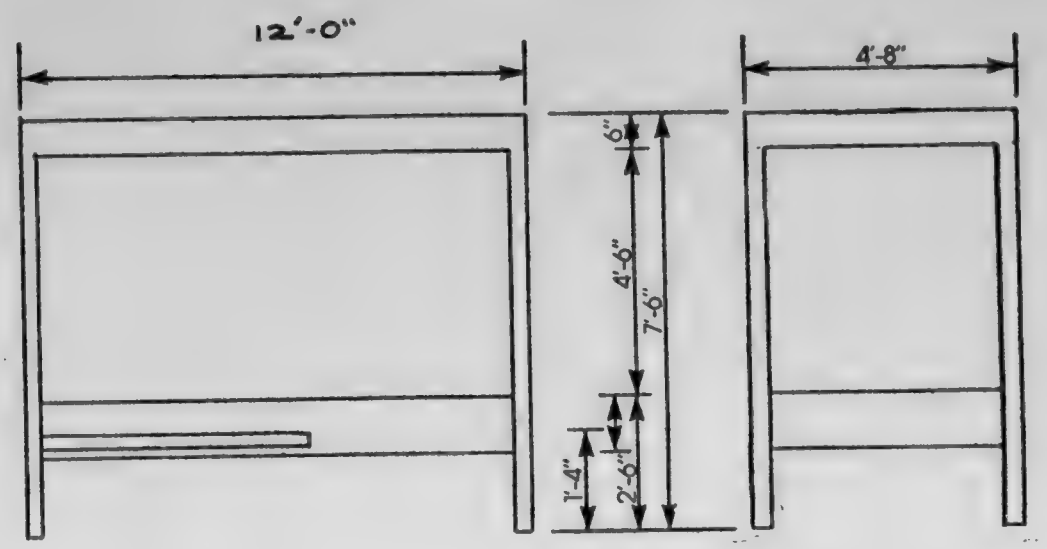


NOTE:

FOR FURTHER INFORMATION CONCERNING EXISTING LANE TRANSIT ROUTES, SERVING 5TH & N. "B" IN SPRINGFIELD, SEE ATTACHED TIMETABLES.

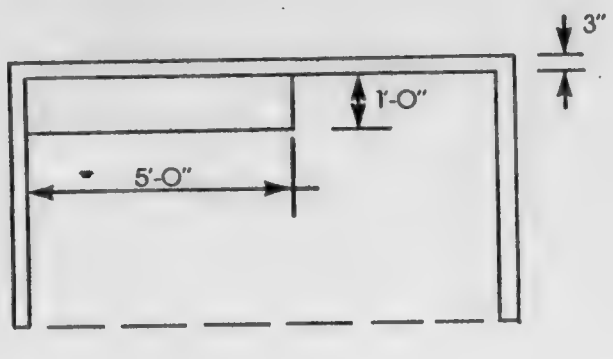
FAU Area Map

Attachment #3

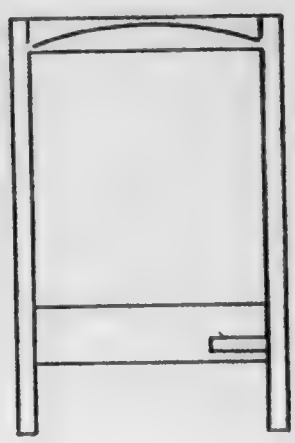


FRONT ELEVATION

END ELEVATION



PLAN SECTION



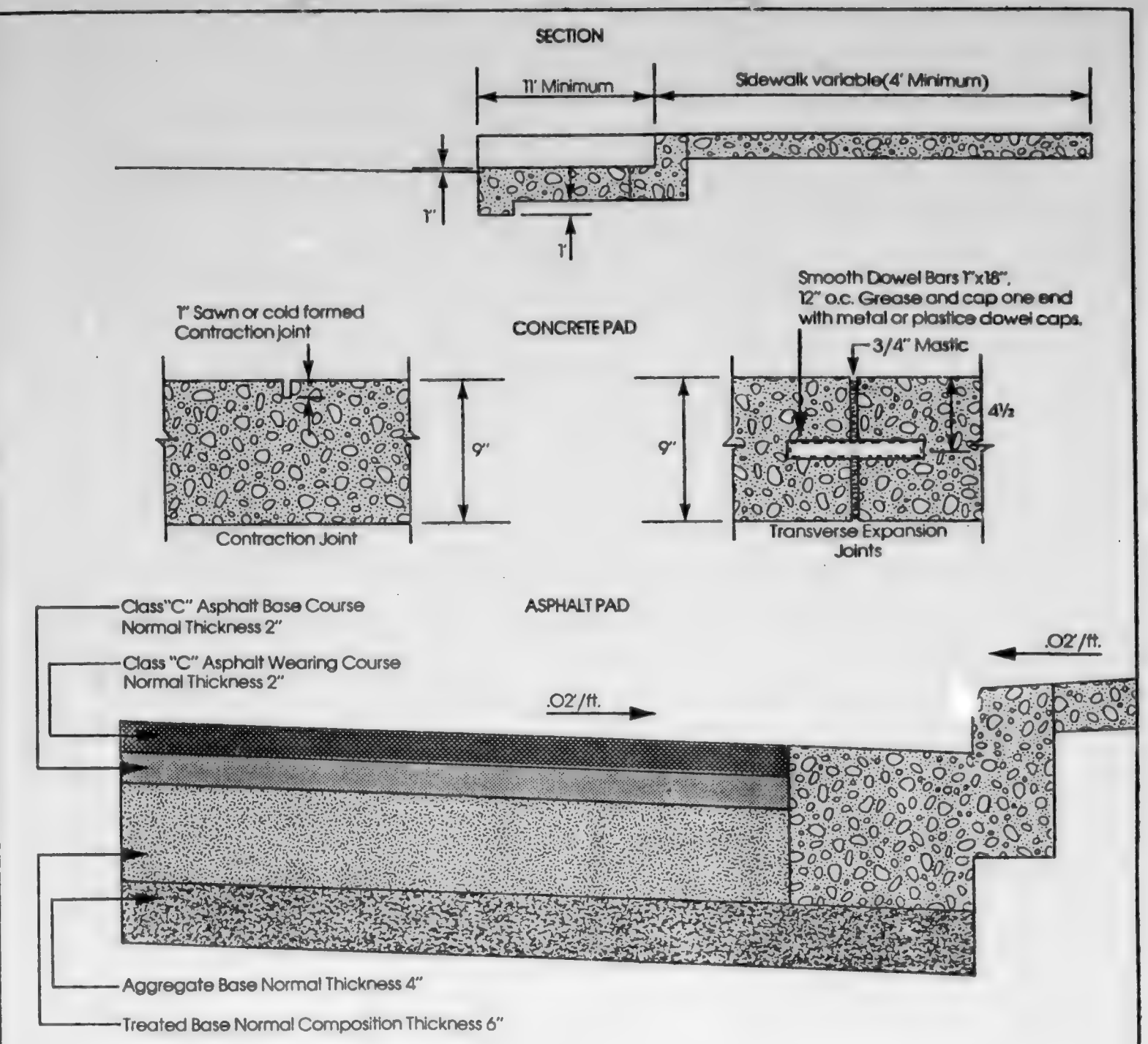
SECTION

TEXT REFERENCE D. 2

TYPE B STANDARD SHELTER

Standards For Bus Related Road Improvements

Figure D-3



TEXT REFERENCE C.3

BUS PAD SECTIONS

Standards for Bus Related Road Improvements

Figure C-5

Attachment #5

EXISTING
4-WAY STOP

3'

4

3

SCHEDULE
INFORMATION

SHELTER

SHELTER

40' COACHES

ROOF

SHELTER

LIBRAR

"B"
B

40' CONIFERS

ROOF

SHELTER

SHELTER

SHELTER

24'

DRIVE

SPRINGFIELD
LIBRARY & OFFICE BUILDING
PARKING (PLANNED)

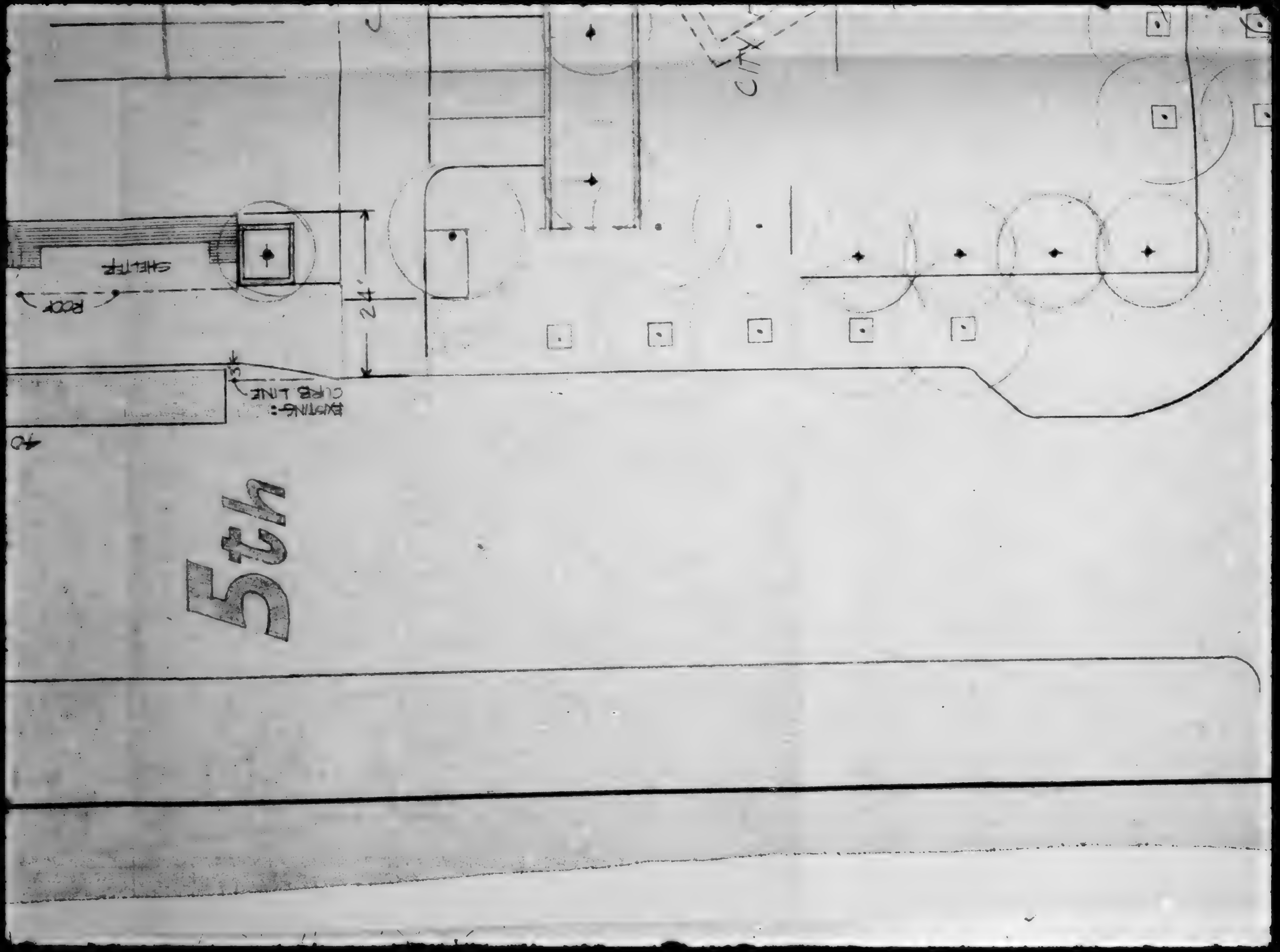
D

24'

DRIVE

NOTE:

1. ADDITION OF LIGHTING T/B INSTALLED AS PER CONSULTANT RECCOMENDATIONS.
2. EXISTING CURB LINE T/B INSET 3' ON 5TH & ON 'B' ST. AS PER DRAWING
3. RAMPED CURB FOR W/C ACCESSIBILITY
4. CRT DATA DISPLAY TERMINAL
5. RIGHT-OF-WAY DATA: GENERAL WIDTH 24' FROM EXISTING FACE OF CURB.
6. BUS PARKING PADS T/B CONSTRUCTED AS PER SPEC. TEXT REF. C.3 & SPEC FIG. C-5


SHELTER
ROOF
24'
EXISTING
CURB LINE
5th

DRAWN:
18TH JAN 1980
~~GEORGE~~

PROPOSED DOWN
TRANSIT

ALLEY

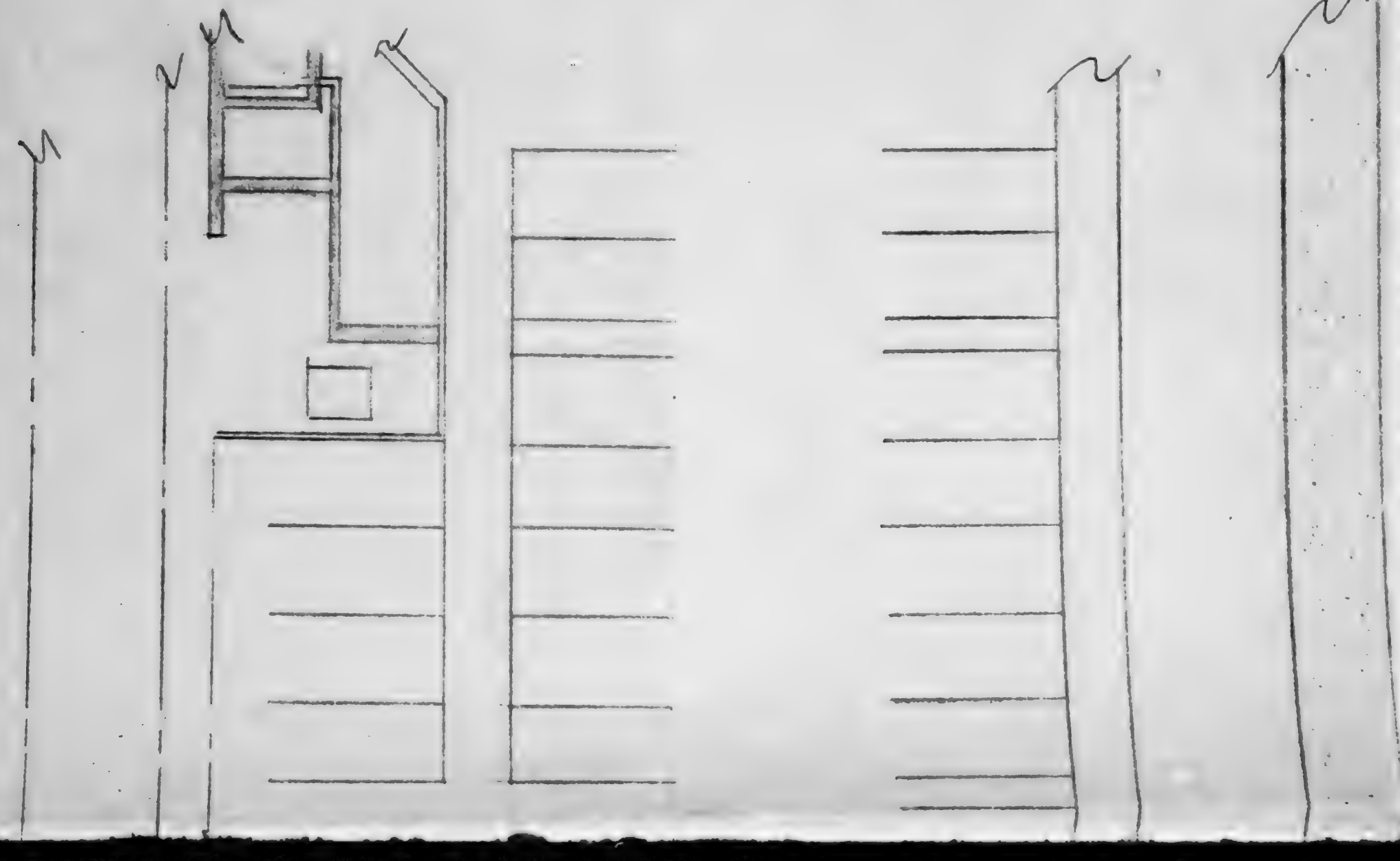
CITY HALL ENTERANCE

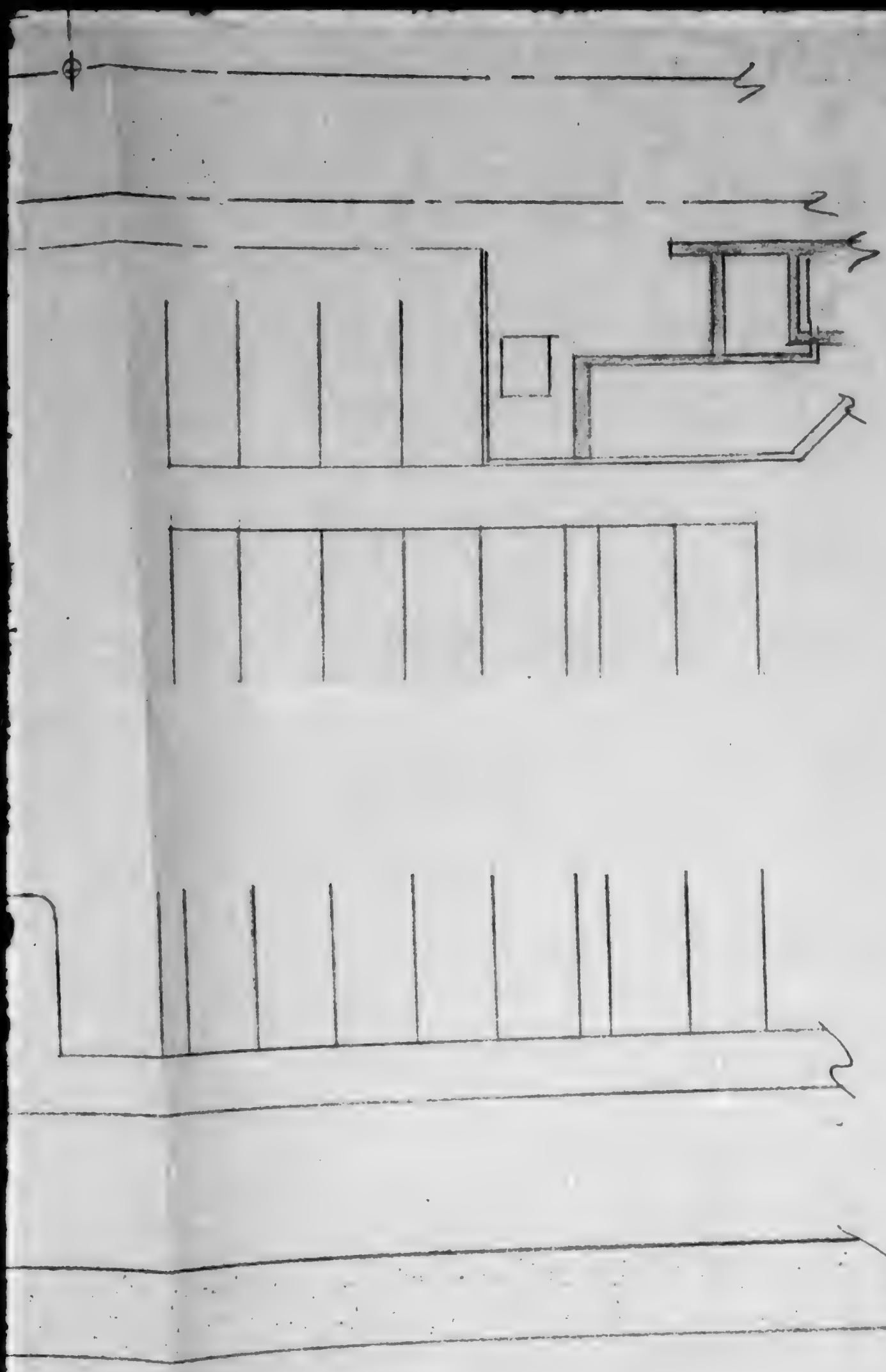
ALLEY

HALL ENTERANCE

OWNTOWN SPRINGFIELD
SIT STATION

DRAWING #1





SCALE:
1/16" = 1'-0"

LANE TRANSIT PLANNING

1982 NW Nicolai St.-W. Fremont 9418
Int. Sec. of Columbia R. Hwy. in
NW Portland. (Building Demolition)

7418

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2.122	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State OREGON
PROJECT REPORT NUMBER	2-24-89	County MULTNOMAH
MODIFICATION NUMBER 4		Project Number I-405-8(38)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 26 , 1978 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,817,000.00	$ 10,336,719.00
Federal funds	$ 12,746,000.00	$ 9,535,622.00
Other revisions		

This modification is made for the following reasons: to deobligate appn. code 042 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of FEB , 19'89 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joyce R. Speight for
MANAGER, PROGRAM SECTION
(Title)

By XX For: DONALD E. FORBES, P.E.
STATE HIGHWAY ENGINEER
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 15, 1989

FEDERAL AID PROJECT NO. I-405-8(38)303

W. Fremont Interchange-N.W. 22nd Ave. Section
Lower Columbia River Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right-of-Way (Sta. 641+00)

Subtotal from previous estimate of July 30, 1983		$13,546,769.00
	Decrease in Right-of-Way costs	3,480,281.00
	Subtotal	$10,066,488.00
	Acquisition Expense	34,346.00
	Total	$10,100,834.00

Relocation Assistance

Total from previous estimate of July 30, 1984 $ 180,000.00

Length of Project ---------- 0.1 mile

N.W. Nicolai St.-W. Fremont Int.
Type Code ROW
Building Demolition

Total from previous estimate of July 30, 1984 $ 55,885.00

SUMMARY OF FUNDS (92.25%)

Description	Total Cost	Federal Funds	State Funds
Right-of-Way	$10,100,834.00	$9,318,019.00	$ 782,815.00
Relocation Assistance	180,000.00	166,050.00	13,950.00
Building Demolition	55,885.00	51,553.00	4,332.00
TOTAL	$10,336,719.00	$9,535,622.00	$ 801,097.00

SubJob 010 = 0%; SubJob 011 = 100%
Contract No. 9418
Prefix: C626,1924 (P.E.)
C626-2541 (P.E.)
C626-2579 (P.E.)
C626-1075

DCN:pk

9418

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-12			State Oregon
PROJECT REPORT NUMBER			County Multnomah
MODIFICATION NUMBER 3		8-1-84	Project Number I-405-8(38)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 26 , 19 78 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,624,024.00	$ 13,817,000.00
Federal funds	$ 6,110,507.00	$ 12,746,000.00
Other revisions		

This modification is made for the following reasons: to include approved increase in right-of-way costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of August , 1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 30, 1984

Federal-Aid Project No. I-405-8(38)303

W. Fremont Interchange-N.W. 22nd Ave. Section
Lower Columbia River Hwy. in Multnomah County

REVISED PROJECT AGREEMENT
(To include building demolition on
N.W. Nicolai St.-S.W. Fremont Section)

Type Code ROW
Right-of-Way (Sta. 641+00)

Right-of-Way	All Required	$ 13,546.769.00
	Subtotal	$ 13,546,769.00
	Acquisition Expense	34,346.00
	Total	$ 13,581,115.00

Relocation Assistance

Moving Costs (1 Business)	All Required	$ 175,000.00
	Subtotal	$ 175,000.00
	Incidental Expense	5,000.00
	Total	$ 180,000.00

Length of Project 0.1 mi.

N.W. Nicolai St.-W. Fremont Int.
Type Code R/W
Building Demolition (21st Pl. at N.W. Vaughn St.)

Mobilization	All Required	$ 500.00
Temporary Protection and Direction of Traffic	All Required	1,000.00
Removal of Building	All Required	43,388.00
	Subtotal	$ 44,888.00
	Engineering	10,997.00
	Total	$ 55,885.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right-of-Way	$ 13,581,115.00	$ 12,528.397.00	$ 1,052,718.00
Relocation Assistance	180,000.00	166,050.00	13,950.00
Building Demolition	55,885.00	51,553.00	4,332.00
Total	$ 13,817,000.00	$ 12,746,000.00	$ 1,071,000.00

Group 1 100%
Prefix: 626-2541
Prefix: 626-2579
WH:bkb

Group 1 100%
Contract No. 9418
Prefix: 626-1924

Prefix: 626-1075

Last resort housing 32,000 FF 39,511.00

9416

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 2-28		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 2	1/27/82	Project Number I-405-8(38)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 26 ,1978 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,158,000.00	$ 6,624,024.00
Federal funds	$ 1,068,100.00	$ 6,110,507.00
Other revisions		

This modification is made for the following reasons: adding building demolition contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of January ,1982 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Operation Programming Engineer
(Title)

By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 30, 1981

Federal Aid Project
No. I-405-8(38)303

W. Fremont Interchange-N.W. 22nd Ave. Section
Lower Columbia River Hwy. in Multnomah County

REVISED PROJECT AGREEMENT
(To include building demolition on
N.W. Nicolai St.-S.W. Fremont Section)

Type Code ROW
Right of Way (Sta. 641+00)

Right of Way	All Required	$6,000,000.00
	SUBTOTAL	$6,000,000.00
	Acquisition Expense	34,346.00
	TOTAL	$6,034,346.00

Relocation Assistance Moving Costs (1 Business)	All Required	$ 175,000.00
	SUBTOTAL	$ 175,000.00
	Incidental Expense	5,000.00
	TOTAL	$ 180,000.00

Length of Project ---------- 0.1 mi.

N.W. Nicolai St.-W. Fremont Int.
Type Code R/W
Building Demolition (21st Pl. at N.W. Vaughn St.)

Mobilization	All Required	$ 500.00
Temporary Protection and Direction of Traffic	All Required	1,000.00
Removal of Building	All Required	43,388.00
	SUBTOTAL	$ 44,888.00
	Engineering	10,997.00
	TOTAL	$ 55,885.00

SUMMARY OF FUNDS (92.25%)

Description	Total Cost	Federal Funds	State Funds
Right of Way	$ 6,388,139.00	$ 5,892,904.00	$ 495,235.00
Relocation Assistance	180,000.00	166,050.00	13,950.00
Building Demolition	55,885.00	51,553.00	4,332.00
SUBTOTAL	$ 6,624,024.00	$ 6,110,507.00	$ 513,517.00
Retained in Program	7,134,976.00	6,582,093.00	552,883.00
TOTAL	$13,759.00	$12,692,600.00	$1,066,400.00

Group 1 100%
Prefix: 626-2541
Prefix: 626-2579

Group 1 100%
Contract No. 9418
Prefix: 626-1924
Prefix: 626-1075

9418

STATE LIN 2.

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 9-411		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 1	9-30-81	Project Number I-405-8(38)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 26, 19 78, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ ~~1,158,000.00~~	$ ~~1,158,000.00~~
Federal funds	$ ~~1,068,100.00~~	$ ~~1,068,100.00~~
Other revisions		

This modification is made for the following reasons: To change the project number.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of September, 19 81.

~~OREGON STATE HIGHWAY DIVISION~~
(Official name of Highway Agency)

By [signature]

Asst. State Hwy. Engr.
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon October 13, 1981

Federal Aid Project
No. I-405-8(38)303

W. Fremont Interchange-N.W. 22nd Ave. Section
Lower Columbia River Hwy. in Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right of Way (Sta. 641+00)

Right of Way	All Required	$970,000.00
	SUBTOTAL	$970,000.00
	Acquisition Expense	8,000.00
	TOTAL	$978,000.00

Relocation Assistance

Moving Costs (1 Business)	All Required	$175,000.00
	SUBTOTAL	$175,000.00
	Incidental Expense	5,000.00
	TOTAL	$180,000.00

Length of Project ---------- 0.1 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right of Way	$ 978,000.00	$ 902,100.00	$75,900.00
Relocation Assistance	180,000.00	166,000.00	14,000.00
SUBTOTAL	$1,158,000.00	$1,068,100.00	$89,900.00
Retain in PS&E	3,366,024.00	3,105,157.00	260,867.00
Retain in Program Status	9,234,976.00	8,519,343.00	715,633.00
TOTAL	$13,759,000.00	$12,692,600.00	$1,066,400.00

Group 1	100%
Prefix	626-2541
Prefix	626-2579

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	to
MONTHLY TRANSACTION NO.		Oregon
10-167	FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
	10-26-78	Project No.: I-505-6(2)303

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-505 Jct. I-405 (Portland) W. 0.1 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	10-20-77	0.1
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 92.25%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,158,000.00	$ 1,068,100.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Technical Services Engineer
(Title)

By XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator OCT 26 '78

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon Oct. 13, 1978

Federal Aid Project
No. I-505-6(2)303

W. Fremont Interchange-N.W. 22nd Ave. Section
Lower Columbia River Hwy. In Multnomah County

Project Agreement Estimate

Type Code ROW		
Right of Way (Sta.641+00)		
Right-of-Way	All Required	$970,000.00
	Subtotal	$970,000.00
	Acquisition Expense	8,000.00
	Total	$978,000.00
Relocation Assistance		
Moving Costs (1 business)	All Required	$175,000.00
	Subtotal	$175,000.00
	Incidental Expense	5,000.00
	Total	$180,000.00

Length of Project. . . . . 0.1 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right-of-Way	$978,000.00	$ 902,100.00	$75,900.00
Relocation Assistance	$ 180,000.00	166,000.00	14,000.00
Total	$1,158,000.00	$1,068,100.00	$89,900.00

Group 1 - 100%
Prefix 626-2541

9118

STATE COPY

cc: OSHD (Coulter)

r11

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

12-31-84

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
12/31/84	T. P. Lowe, Area Engineer	I-405-8(38)303

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
11/24/82	5/11/83	97 %	250 Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NW NICOLAI STREET - W FREMONT INTERCHANGE
COLUMBIA RIVER HIGHWAY
Building Demolition

This project provided for demolishing and removing a building. The original low bidder was not able to perform the work so the contract was awarded to the second low bidder. The difference in bid amounts was paid by the low bidder.

A time extension of 82 days was granted. The final project cost of $54,000 underran the original authorization by 7 percent.

The work was completed in accordance with the contract provisions and therefore, acceptance is recommended.

NOTED
W. E. SCHWARTZ
by
1/9

RECEIVED
STATE HWY ENGR
JAN 8 '85
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE — T. P. Lowe		SIGNATURE: Original Signed By G. K. HOSSNER — G. K. Hossner	
TITLE: Area Engineer	DATE: 1/7/85	TITLE: Field Operations Engineer	DATE: 1/7/85

9418

May 13, 1983

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9418

Gentlemen:

Contract No. 9418 assigned to Staton Construction Inc. for work on the N.W. Nicolai St.-W. Fremont Interchange Section of the Columbia River Highway in Multnomah County was completed on February 8, 1983, and accepted by the State Highway Division on May 11, 1983.

Final payment in the amount of $500.00 will be released to the contractor after May 18, 1983. The total contract amount is $44,888.00 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Staton Construction Inc.
29394-B Airport Rd.
Eugene, OR 97402

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

9418

files

STATE OF OREGON - Highway
9250 N.E. Skidmore, Portland,
Oregon, 97220

INTEROFFICE MEMO
FILE: CON 5
9418

TO: Robert Gormsen
Commission Services
Salem

DATE: March 18, 1983

FROM: Arvey D. Nelson
Project Manager

SUBJECT: Lavelle Dump Fees Claim
N. W. Nicolai St. - W. Fremont Interchange
Contract 9418, Prefix 626-1075

Enclosed is a March 4, 1983 letter from H. G. Lavelle, Inc., received this date, advising that Lavelle has received payment for Dump Fees incurred in the November 1982 demolition work on subject project by Staton Construction.

Per March 4, 1983 discussions with your office, this letter should be filed with previous claim letter and the matter considered closed without further filing of claim with the Secretary of State's office.

Also enclosed copy of Station Construction 3-1-83 letter to Lavelle.

ADN:ELC:ec

Encls.

cc w/encls: Marion Craft
Region Const. Eng'r.

RECEIVED
MAR 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

gormsen
noted
Ivan

81-125-1307

Contains Recycled Materials

LEONARD STATON

STATON CONSTRUCTION, INC.
DEMOLITION & EXCAVATING

~~2305 CHAMBERS~~ ~~EUGENE, OREGON 97405~~
~~503-343-7940~~

NEW ADDRESS AND PHONE
29394-B AIRPORT RD. EUGENE, OR 97402
(503) 461-0543

March 1, 1983

RECEIVED
MAR 3

H. G. Lavelle
601 S. E. St. Andrews Drive
Portland, Oregon 97202

Dear Mr. Lavelle

Enclosed is our check for $3,360.00. This represents the balance due for dump fees on our State Highway Dept. project on the N. W. Nicolai St.-W. Fremont Interchange.

Please accept our apology for the delay.

SSincerely,

Claudia Staton

Claudia Staton

CC: Department of Transportation
State Highway Division
9250 N. E. Skidmore
Portland, Oregon 97220

RECEIVED
MAR 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

3-4-83. H.G Lavelle called to say a $3360.00 check had been received. As soon as it has cleared the will write us a letter so confirming.
Ed L Gibson
3-5-83. Informed Commission Services office of above. When they get copy of above letter they will file Claim away
Ed Gibson

H. G. LAVELLE, INC.
3000 N.E. 82ND AVENUE
PORTLAND, ORE 97220

MARCH 4 1983

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
MAR 1 8 1983
FILE:

DEPARTMENT OF TRANSPORATION
STATE HIWAY DIVISION
9250 N.E. SKIDMORE
PORTLAND, ORE 97220

RE: STATON CONST. CO.

DEAR MR. CALHOUN:

ON MARCH 4, 1983 WE RECEIVED A CHECK #8145 IN THE AMOUNT OF $3360.00 REPRESENTING THE AMOUNT OWING FOR DUMP FEES AT LAVELLE LANDFILL.

THIS COVERS THE AMOUNT DUE IN FULL AND THERE ARE NO OTHER CHARGES OWING THIS FIRM FROM THE N.W. NICOLAI ST., W. FREMONT INTERGHANGE STATE HIWAY PROJECT AT THIS TIME.

SINCERELY,

M. F. Wrona, Sec.

H. G. LAVELLE, INC.

RECEIVED
MAR 2 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON - Highway
9250 N. E. Skidmore, Portland, Oregon, 97220

INTEROFFICE MEMO
FILE: CON 5/9418

53-3097

TO: Marion Craft
Metro Region Construction Engineer

DATE: February 4, 1983

FROM: Arvey D. Nelson
Project Manager

SUBJECT: Claim - H. G. Lavelle, Inc. (Landfill Fees)
N. W. Nicolai St. - W. Fremont Interchange
Contract No. 9418, Prefix 626-1075

Enclosed for further processing through Commission Services to the Secretary of State is a February 1, 1983 letter from H. G. Lavelle, Inc. claiming that Staton Construction Company, prime contractor on the subject project, has not paid a $3360.00 bill for dump fees.

Attached to the letter is a copy of Lavelle's 11-30-82 billing and copies of the Dump Tickets issued November 5 - 8, 1982 for debris removed from the project.

We have talked with Claudia Staton about this $3360 and her response was they intended to use the State's final payment and released retainage from the project to pay this bill. She was reminded there is only $2244.40 left in the retainage and all bid items have been paid in full. She then said she would "work at getting Lavelle some money.", but was not specific as to what that would be.

ADN:ELC:ec

Encls.

CC: Bryant Jackmond - with attach.
Copies of invoices are on file here if
Resident needed.
M. Craft.

RECEIVED
FEB 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CE CAE FOE OCS SCS TRO

RECEIVED
FEB 15 1983
CONSTRUCTION SECTION

OM CA LC TC FE CP

1.125.1387

Contains Recycled Materials

H. G. LAVELLE, INC.

3000 N.E. 82nd
PORTLAND, OREGON 97220
254-6030

FEBRUARY 1, 1983

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
FEB 03 1983
FILE

ARVEY NELSON
9250 N.E. SKIDMORE
PORTLAND, ORE 97220

RE: OUTSTANDING DUMP BILL

DEAR SIR:

ENCLOSED ARE COPIES AND STATEMENT OF NOVEMBER 1982, DUMP CHARGES TO STATON CONSTRUCTION COMPANY, EUGENE, OREGON.

THIS INFORMATION IS FROM THE DEBRI AND DEMOLITATION HAULED IN TO THE LANDFILL AT 3000 N.E. 82ND, PORTLAND, ORE. ON NOV.5,6,7,8, 1982, FROM THE N.W. NICOLOI ST.- W. FREMONT INTERCHANGE JOB, (CONTRACT NUMBER 9418).

AS OF THIS DATE WE HAVE NOT RECEIVED PAYMENT FOR THESE DUMP FEES IN THE AMOUNT OF $3360.00.

SINCERELY,

M.J. Wrona, Sec.

H. G. LAVELLE, INC.

This letter was not filed as a claim with Sec. of State as Arvey Nelson's office said to hold as they had recd payment. See their 3-4-83 letter from

9418

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. W. Nicolai St. - W. Fremont Interchange (Building Demolition)		WEEK ENDING: February 26, 1983
		SECTION PREFIX: 626-1075
HIGHWAY: Columbia River		COUNTY: Multnomah
NAME OF JOB: N.W. Nicolai St. - W. Fremont Int.	KIND OF WORK: Building Demolition	
CONTRACTOR: Staton Construction, Inc. (3-19-82)* ~~Heard Construction Company~~	CONTRACT NUMBER: 9418	FEDERAL AID PROJECT NUMBER: I-405-8(38)303
DATE OF CONTRACT: December 22, 1981	DATE WORK STARTED: January 25, 1982	ESTIMATED COMPLETION DATE: n/a
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS: n/a*	WORK DAYS USED: n / a
	SPECIFIED CALENDAR DAYS: 332* ~~250~~	CALENDAR DAYS USED: 323
PROJECT AUTHORIZATION: $ 58,129.96	SPECIFIED COMPLETION DATE: n/a* Time Extension 8-20-82	PERCENT OF TIME ELAPSED: 97%
EXCLUSIVE OF ENGINEERING: $ 46,907.96	ENGINEERING AUTHORIZATION: $ 11,222.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 44,888.00	ENGINEERING COST TO DATE: $ 8,960.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4 %	PERCENT OF AUTHORIZATION 80 %	DATE PROJECT WAS COMPLETED: November 24, 1982

* Project Assigned To Staton Const., Inc.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Bldg. Remov. ~~EXCAV~~	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			$43,388.00				
TOTAL QUANTITIES CORRECTED TO DATE			$43,388.00				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			$43,388.00				
AVERAGE DAILY QUANTITIES			$ 293.00				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			-				
NUMBER OF SHIFTS PER DAY			-				
HOURS PER SHIFT			-				

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

February 1983	WEATHER	Calendar ~~Working~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20	P. Cloudy-Showers	0		Work Completed November 24, 1982.
MONDAY 21	P.Cloudy-Showers	0		
TUESDAY 22	P.Cloudy-Rain	0		
WEDNESDAY 23	Cloudy-Showers	0		
THURSDAY 24	P.Cloudy-Showers	0		
FRIDAY 25	P.Cloudy-Showers	0		
SATURDAY 26	P.Cloudy-Showers	0		

RECEIVED
FEB 23 1983
CONSTRUCTION SECTION

SE ___ CE ___ FOES ___ OCS ___ SCS ___ EEO ___ CH ___ CA ___ LS ___ TC ___ FE ___ CP ___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
2-20-83 SUNDAY	Staton Construction has completed all work required on this project. No work this week.
21 MONDAY	No work. Holiday.
22 TUESDAY	No work.
23 WEDNESDAY	No work.
24 THURSDAY	No work.
25 FRIDAY	No work.
2-26-83 SATURDAY	No work.

REMARKS

STATUS: Staton Construction Co. has completed all work required on this job. No work this week. Project was inspected and appeared to be okay on Tuesday, February 22, 1983.

Third Notification has been issued, effective February 8, 1983.

Remainder of Semi-Final Estimate data was submitted to Region office on Friday, February 25, 1983.

ANTICIPATED: Unless otherwise directed, this will be the last Field Engineer's Weekly Report submitted for this project.

SIGNED Elder L. Calhoun LOCATION 9250 N. E. Skidmore, Portland, Oregon

for: Arvey D. Nelson, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9418

CON

August 20, 1982

Staton Construction, Inc.
29394-B Airport Road
Eugene, OR 97402

Time Extension Request
NW Nicolai St.-W Fremont
Contract No. 9418

Your request for additional contract time in which to complete the above project has been very carefully reviewed. A contract time extension of 82 calendar days is granted in consideration of the time charged prior to the execution of the assignment of the original contract to you.

This additional contract time fully restores the time charged prior to your assumption of responsibility for the work under this contract. We are disappointed with your work progress to date and expect you to provide sufficient labor and equipment to complete this project in a diligent manner. Failure to do so will result in strict enforcement of the liquidated damages provisions of this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Arvey Nelson w/att.
FHWA w/att.
R. D. Church

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

FROM: MARION CRAFT
Region Construction Engineer

DATE: August 16, 1982

SUBJECT: NW NICOLAI ST.-W. FREMONT
Bldg. Demolition
Contract No. 9418

CE CAE FOE OCS SCS EEO

RECEIVED
AUG 17 1982
CONSTRUCTION SECTION

OM CA LS TC FE CP

Attached is a time extension request from the contractor for a 90 day extension, and Arvey Nelson's letter outlining the events pertinent to the contract. After looking at the statements in the contractor's and Arvey Nelson's letters, I recommend we grant the contractor a time extension equal to the time between the start of the day count for the original contract, and the date the contract was assigned to Stanton Construction. These dates are January 6 and March 19, 1982, respectively, and equals 72 days. Added to this should be 10 days for our normal time to award contracts after bidding, for a recommended total of 82 days.

We might also inform the contractor that we consider this a very generous offer, and fully expect the work to be accomplished within the new contract time.

8-18-82

W.E.S.

I concur with Region to grant a time extension of 82 calendar days for the following reasons:

1. Allow, consent and become party to the contract assignment, and
2. contract time was discussed briefly with ODOT chief counsel by staton prior to the assignment and at that time the contract time was altered, and
3. the assignment agreement does not address the matter of contract time but simply states that "the assignee ... comply with all the terms and conditions of the contract...", and
4. The contract provided 250 calendar days to complete the work, and
5. This resulted in an ambiguity concerning contract time available to the assignee, and
6. the completion of this work will not delay other ODOT projects.

MC/gw
Attachment
cc Arvey Nelson

81-125-1367

9418

3/25/82

JOINT DECLARATION

Project: N.W. Nicolai St. -W. Fremont Interchange
Contract 9418
Portland, Oregon

Prime Contractor: Staton Construction, Inc.
29394-B Airport Rd.
Eugene, Oregon 97402
SAIF No. 329904-98

Sub-Contractor: Doug Howell Enterprises, a partnership

Doug Howell
75681 Blue Mountain School Rd.
Cottage Grove, Oregon 97424
544-48-7627

and

Karl Hagewood
681 N. River Road
Cottage Grove, Oregon 97424
564-666493

The services rendered under the contract between Staton Construction, Inc. and Doug Howell Enterprises are those of an independent contractor. The work to be performed by the sub-contractor is interior salvaging of the building at N.W. Nicolai Street -W. Fremont Interchange - Portland, Oregon. Doug Howell Enterprises will be working without the assistance of others. The contract is dated 3/22/82 and is scheduled for completion by about the end of November, 1982. Doug Howell and Harl Hagewood understand that by signing this document, they are waiving all their rights under the Worker's Compensation Law.

Prime Contractor:
Staton Construction, Inc.

By _____
Claudia Staton

3/25/82 Read from Sallis Craig to Warren Richards-

Sub-Contractor:
Doug Howell Enterprises

By _____
Doug Howell

By _____
Karl Hagewood

9418

DAVE FROHNMAYER
ATTORNEY GENERAL

STANTON F. LONG
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

HIGHWAY LEGAL
113 Transportation Building
Salem, Oregon 97310
Telephone: (503) 378-4259

March 15, 1982

Heard Construction Company
c/o William A. Heard
3909 NE 99th
Portland, Oregon 97220

RE: Assignment of Contract #9418

Dear Mr. Heard:

Enclosed please find an original and two copies of an Assignment and Consent of Assignment of Contract #9418 from you to Staton Construction, Inc. Please execute all three copies of the Assignment and have your surety execute all three copies of the assignment and forward it to Staton Construction, Inc. along with the amount that you have agreed to pay them for accepting the Assignment.

As soon as they have executed the Assignment and it has been approved by the Highway Division, you will be notified and Staton Construction will also be notified to go ahead with the work under the contract.

The project manager for the contract is Arvey Nelson, 9250 NE Skidmore Street, Portland, Oregon and his telephone number is 257-4344.

Very truly yours,

JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General
and Attorney in Charge
Department of Transportation

JLS:ss

cc: Staton Construction, Inc.
Robert Gormsen w/attach

Sellis handled -

ASSIGNMENT OF CONTRACT #9418

Co-Rd 71

Know all men by these presents, that Heard Construction Company (assignor), hereby assigns to Stayton Construction, Inc. (assignee) all right and interests of assignor in Contract #9418 (NW Nicolai St.-W. Fremont Interchange) section entered into on December 22, 1981, by and between the State of Oregon, by and through its Department of Transportation, Highway Division and the assignor.

Assignee in consideration of the payment by assignor of the sum of $17,111.00, the receipt of which is hereby acknowledged, hereby accepts said assignment and agrees to abide by all terms and conditions of said contract. Assignee also specifically agrees to provide the Certificate of Insurance required by said contract and a Performance Bond in the amount of $44,888 before commencing any work under said contract.

DATED this 19th day of March, 1982.

HEARD CONSTRUCTION COMPANY

Wm C Heard - Pres.
Title

Title

James L. Sellis

C.S.
STAYTON CONSTRUCTION, INC.

[signature]
Title

[signature]
Title

ASSIGNMENT APPROVED

[signature]
Surety Date 3-18-82

CONSENT TO ASSIGNMENT

The State of Oregon, by and through its Department of Transportation, Highway Division, hereby consents to the assignment of Contract #9418 from Heard Construction Company to Stayton Construction, Inc. on a condition that the assignee of the above contract comply with all the terms and conditions of the contract and more specifically provides the Certificate of Insurance and Performance Bond in the amount of $44,888 before commencing work under said contract.

DATED this 19 day of March, 1982.

STATE OF OREGON, by and through
its Department of Transportation,
Highway Division

H. S. Coulter
State Highway Engineer

9418

DES 22 61 N

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION

TO: MEMO TO THE FILE

FROM: A. L. Brummitt
Specifications Supervisor

DATE: October 28, 1981

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 29 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

SUBJECT: Recycling Concrete from Building Demolition

J. W. Nichols - A. W. Brummitt
I-505

Since we are going to let a demolition contract to remove the New York Merchandise Co. warehouse building, I have been asked to look into the possibility of recycling the old concrete into crushed aggregates for use on future projects. There is approximately 2500 cu. yds. of concrete in the building.

Following are the organizations contacted and the information obtained:

Multnomah County - (Ph. 248-3591) Did not know of anyone recycling portland cement concrete at this time.

City of Portland - (Steve Berg Ph. 248-4393) Did not know of anyone recycling portland cement concrete at this time.

Cascade Construction - (Larry Ph. 222-6421) He indicated that they recycled A.C. materials but did not recycle portland cement concrete and did not know of anyone in the area that did. He had heard of someone in Texas that had developed a method of removing the rebar and was crushing old concrete.

Ross Island Sand & Gravel - (Paul Godsil Ph. 239-5504) Paul said that they did not crush the material but that they would take old broken concrete for use in backfilling previously excavated areas. Their permit to take gravel requires them to backfill with suitable material. The concrete need only to be broken up so it can be handled and transported to their dock. They load it on barges and then dump it into the previously excavated areas. They charge a fee ($.50 to $1.50 per cubic yard) for handling of the material.

Port of Portland - (Peg Devine Ph. 231-5000 Ext. 756) The Port will be improving shipping ports 1, 2, 3 and 4 within the next 2 to 5 years and will need heavy material at that time. She did not know what the specs for the material would be. They would not need any for the next 2 years.

Don Obrist - (Ph. 668-4179) Don said they use to recycle concrete when they were on Troutdale Road, but gave it up and moved into a quarry. They do not do it anymore.

Houck-Carrow Corp. - (Houck Ph. 393-7117) Houck said they had considered recycling a building out by the St. John's Bridge by setting up a crusher and crushing the material on a suitable area where the material could be stockpiled and later sold. They did not find it to be economically feasible so have not done it as yet. He says rock is not scarce enough yet to make recycling concrete a paying proposition. He said he thought they could separate the concrete and rebar, but it was not cheap. Houck said there were landfill areas available within 4 to 5 miles where the broken concrete could be disposed of free of charge.

Based on the information I have been able to gather, it seems the logical solution would be to give the material to the contractor to dispose of as he sees fit.

ALB:rw

cc: E. S. Hunter
J. H. Versteeg

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

October 7, 1981

In Reply Refer to
File No.
ROW

The Hon. Frank Ivancie
Mayor of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

The Oregon Transportation Commission will consider disposal of the state's properties in the old I-505 corridor, at their October 26th meeting. The attached memo to the Commission explains our intention.

Because we have an approved alternative project for the I-505 freeway, including a portion of freeway and improvement of Vaughn, Nicolai, Yeon, Wardway, and St. Helens Road, I recommended that the property originally acquired for the old Upshur-Thurman couplet be disposed of at this time.

I wanted to assure that the City of Portland is aware of the action which the Oregon Transportation Commission will consider at their next meeting. If you do have any questions or concerns, please contact me.

Robert N. Bothman
Metropolitan Administrator

RNB:PE
Attachment

xc: Steve Dotterrer
John Lang
Fred Klaboe
Scott Coulter

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR
OCT 8 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

1982 NW 9th St.-SPRR (Corvallis) 9419
Sec. of FAU 2110 (Circle Blvd.)
Gr., Pav., Sign. & Sig)

C9A 5557 2-5-76, 4-4-79, 9-16-80

RR 1142 1-16-84

9 - 7

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Benton	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
4/24/86	W. H. Kappus 4-24-86	M-2110(4)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
11/29/82	July 25, 1985	100 %	310 CD 6 CD Extension

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
(Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. W. 9TH STREET - SPRR (CORVALLIS)
CIRCLE BOULEVARD
Grading, Paving, and Signals

This project provided for the widening of an existing two-lane street to a four-lane facility.

The contract work was awarded to Wildish Corvallis Construction Co. on January 6, 1982. Work started on April 30, 1982 and was completed November 29, 1982. There were no major overruns or underruns. The finished surface of the PCC pavement exceeded the specified profile index rate of seven inches per mile. A penalty of $5,130 has been assessed due to non-compliance with contract profile specifications.

Final inspection of the completed project was made December 8, 1982.

- WHK -

NOTED
W. E. SCHWARTZ
5/2

RECEIVED
HWY ENGR
APR 28 '86
REFER TO
Fredrickson
FO
info | inves | R/W | J/R | [illegible] | file

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William H. Kappus		SIGNATURE D. K. Hansen	
TITLE Area Engineer	DATE 4/24/86	TITLE Field Operations Engineer	DATE

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9419

October 24, 1985

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9419

On August 6, 1985, we wrote to you concerning release of final payment on Contract No. 9419 awarded to Wildish Corvallis Construction Co. for work on N.W. 9th Street-S.P.R.R. (Corvallis) Section of FAU 2110 in Benton County.

The total contract amount is $868,524.08 including $48,766.51 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Wildish Corvallis Construction Co.
P.O. Box 987
Corvallis, OR 97339

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

FKN:arc

NOTED ON CARD
10-24-85 ac

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: April 26, 1985

FROM: Gerald Wimer
Construction Operations Engineer

RECEIVED
STATE HWY ENGR
APR 29 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | File

SUBJECT:

NW Kings Blvd.-Highland Dr.
Walnut Blvd. (Corvallis)
Contract No. 9367

NOTED
W. E. SCHWARTZ

NW 9th St.-SPRR
Circle Blvd. (Corvallis)
Contract No. 9419

These two FAU projects in Corvallis were constructed in 1981-82 by Green & White Rock Products Inc. and Wildish Corvallis Construction Co. respectively. Both projects included AC or PCC surfacing alternates. Both contractors chose PCC.

Following completion of the surfacing, the roughness was ground to the straight edge surface tolerance as directed by the Project Manager (PM) and reviewed by myself representing the Region.

After the contractor removed the grinding equipment, it came to the PM's attention that the surfacing was also subject to the 7-inches per mile profilograph requirement. The City and State agreed that it wasn't necessary to direct return of the grinder. This meant the contractor was deprived of the opportunity to timely grind to reduce penalties relating to the profilograph results. Based on these facts and review, the contractors were released without monetary penalty. That decision was concurred by the Construction Office prior to my promotion here. See the attached Job Control Certifications.

Duane Christensen and I met with Glenn Hossner and Bill Kappus April 6, 1983. They agreed the 7-inches per mile wasn't a practical Urban Area specification. They would accept conforming to a new Urban Area specification, yet to be developed at that time. They also agreed to a rerun and projection of 10 per cent of the profilograph taken on each project. This showed that a considerable amount of the non-conformance was due to the surface texture rapidly losing its rough edges and bringing the profilograph reading closer to specification.

The attached results of the rerun profilographs were reviewed with Glenn Hossner and Bill Kappus April 22, 1985. We also discussed our current Urban specifications and those of California, Washington and the American Concrete Pavement Association (ACPA). California and Washington limit their profilograph data to high speed highways. The ACPA recommends 30-inches per mile. Our new 1984 Standard Specifications exclude "City or County streets and roads unless otherwise specified in the Special Provisions".

Orig. to Wimer
Cy Files
5/1/85

Approved - Wenson E. Schwartz

81-125-1387

Contains Recycled Materials

Based on these four standards, there should be no further price adjustment in this matter. However, Mr. Hossner concluded he would insist on a Special Provision coverage on future projects.

To conclude the matter he offered, and I agreed, to reduce the nonparticipation to 12-inches per mile standard on the rerun profilographs. The ACPA recognizes 12-inches for Rural Interstate and Primary Highways. This means $6,556.00 and $5,130.00 respectively or $11,686.00 total.

The two agreements with the City of Corvallis state: "City shall contribute 100 per cent of the cost of any portion of the project in which federal funds do not participate". I do not believe it appropriate to bill the City of Corvallis for this non-participation on a specification matter over which they had no control. Therefore, I recommend the $11,686.00 of non-participation be excluded from the final project costs and these costs be paid 100 per cent by the State.

GW:mk

Attach.

04262M

HIGHWAY DIVISION

FIELD JOB CONTROL CERTIFICATION

PROJECT NAME (Section)		CONTRACT NO.
N W Kings Blvd-Highland Dr.(Corvallis)		9367
HIGHWAY	COUNTY	PREFIX
FAU 2120 (Walnut Blvd.)	Benton	302-1003
		F.A. PROJECT NO.
		M-2120(3)

This is to certify that:

1. The sampling, testing and inspection of all materials substantially complied with the state's established policies and procedures. Reports and certifications were submitted to the Materials Section and others as required. Exceptions are summarized below.

2. The results of the sampling, testing and inspection indicate that the materials and construction work substantially conformed to the contract requirements. Exceptions, corrective actions and price adjustments are summarized below.

Kenneth D. Karnosh — Kenneth D Karnosh (By Project Manager) — 10/10/83 (Date)

Arnold Kennet — Reviewed by Region Engineer — 12-9-83 (Date)

Item Nos.	Item descriptions and summaries of exceptions, corrective actions and price adjustments.
39	Plain Concrete Pavement
	Rough Ride: Apparently a price reduction will be figured from profilograph results, but will not be assessed to the contractor.
	No other corrective actions if Dave Glenn's group agrees with my October 26 letter on slab thickness.

2-2-84

Ken- Neither city or contractor to be held responsible for price reductions due to profilograph results. FHWA & State to settle between selves.

DGlenn

☐ Continued on attached sheets

HIGHWAY DIVISION

FIELD JOB CONTROL CERTIFICATION

PROJECT NAME (Section)		CONTRACT NO.
NW 9th St.-SPRR(Corvallis)		9419
HIGHWAY: FAU 2110(Circle Blvd.)	COUNTY: Benton	PREFIX: 302-1005
		F.A. PROJECT NO.: M-2110(4)

This is to certify that:

1. The sampling, testing and inspection of all materials substantially complied with the state's established policies and procedures. Reports and certifications were submitted to the Materials Section and others as required. Exceptions are summarized below.

2. The results of the sampling, testing and inspection indicate that the materials and construction work substantially conformed to the contract requirements. Exceptions, corrective actions and price adjustments are summarized below.

Kenneth D Karnosh — 10/10/83
By Project Manager — Date

Harold Wessel — 12-9-83
Reviewed by Region Engineer — Date

Item Nos.	Item descriptions and summaries of exceptions, corrective actions and price adjustments.
50	Plain Concrete Pavement
	Rough ride: Apparently a price reduction will be figured from profilograph results, but will not be assessed to the contractor.
	No other corrective actions.

2-2-84

Ken - Neither contractor or city to be held responsible for any price reductions due to profilograph results. State and FHWA to settle between themselves.

MG

☐ Continued on attached sheets

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Price Adjustment using
7"/mile 12"/mile & Prorating the 10%

for Kings-Highland (Walnut Blvd) 7"/mile 12"/mile

Price for -	7"/mile	12"/mile	Prorating the 13%	Prorating the 10%
	$24,104.50	$15,254.50	$1390.10	$655.60

for Circle Blvd
NW 9th St SPRR (Corvallis)

7"/mile	12"/mile	7"/mile Prorating 10%	12"/mile Prorating 10%
$29,094.00	$16,294.00	$8930.00	$5130.00

9112

U.S. Department of Transportation
Federal Highway Administration

STATE COPY INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Benton	Oregon

IN COMPANY WITH

G, Wimer, Ken Karnosh, Gordon Wyatt, OSHD, and Contractor's Representatives

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
12/8/82 & 4/22/84	W. H. Kappus, Area Engineer	M-2110(4)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	102%	100%

NW 9th STREET - SPRR (CORVALLIS)
CIRCLE BOULEVARD
Grading, Paving, and Signals

This project provided for the widening of an existing two-lane street to a four-lane facility.

The contract work was awarded to Wildish Corvallis Construction Co. on January 6, 1982. Work started on April 20, 1982 and was substantially completed on November 29, 1982. There were no major overruns or underruns and no contract claims are anticpated. The finished surface of the PCC pavement exceeded the specified profile index rate of seven inches per mile. A penalty of $5,130 has been assessed due to non-compliance with contract profile specifications.

All other physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

#########

NOTED
W. E. SCHWARTZ

cy
5/2

RECEIVED
STATE HWY ENGR
APR 30 '85
REFER TO
Fredrickson
FOR
Mtce | Invest | R/D | D/R | Sign | Act | File

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r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: M-2110(4)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10057

2A. COUNTY NAME: Benton

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/12/84	FAU 2110	City Street

10. GENERAL LOCATION:

NW 9th Street - SPRR (Corvallis) Section

11. GENERAL DESCRIPTION OF WORK

Repair work to loop detectors and underground wiring in conflict with joint in pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 7/12/84 as requested in Mr. Fredrickson's letter of 10/22/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 8 is approved for a TEC of $7,000; Federal Funds $6,173.

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STATE HWY ENGR
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14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/6/84	D. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: June 7, 1984

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

FILED
H. S. COULTER

SUBJECT: RX 16
PUC CROSSING NO. F-690.7
PUC CROSSING NO. F-691.0
PUC CROSSING NO. F-691.24

In the Matter of the Application of the OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.030, to alter the protection at the railroad-highway grade crossings of Conifer, Walnut, and Circle Blvds. and Southern Pacific Transportation Company, West Side Branch, in Corvallis, Benton County, Oregon, by modifying the operation of the existing traffic signal preemption system at the adjacent intersections of Highway 99W.

Attached is a copy of Order No. 84-429 issued by the Public Utility Commissioner on June 5, 1984, relative to the above subject matter.

RDT/nv
Attachment
cc: C. O. Fredrickson - w/att.
Ken Husby - w/att.
D. O. Christensen - w/att.
H. N. Van Cleave - w/att.
L. E. George - w/att.
J. L. Sollis - w/att.

RECEIVED
STATE HWY ENGR
JUN 8 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

ORDER NO. 84-429

ENTERED JUNE 05 1984

PUC CROSSING NO. F-690.7
DOT CROSSING NO. 753 931 U
CIRCLE BLVD.

PUC CROSSING NO. F-691.0
WALNUT BLVD.

PUC CROSSING NO. F-691.24
DOT CROSSING NO. 753 928 L
CONIFER BLVD.

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

RX 16

In the Matter of the Application of the OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.030, to alter the protection at the railroad-highway grade crossings of Conifer, Walnut, and Circle Blvds. and Southern Pacific Transportation Company, West Side Branch, in Corvallis, Benton County, Oregon, by modifying the operation of the existing traffic signal preemption system at the adjacent intersections of Highway 99W.	SUPPLEMENTAL ORDER

PUC Order No. 83-577, entered September 26, 1983, authorized modification of the operation of the traffic signal systems upon railroad preemption at the intersections of Highway 99W with Circle, Walnut, and Conifer Boulevards, in Corvallis, Benton County, Oregon. Each intersection is just west of the main track crossing of Southern Pacific Transportation Company's West Side Branch.

As a part of the project, the track circuitry that activates the railroad preemption phase of the traffic signals will be extended to allow for simultaneous advance preemption of all pedestrian movements at each of these intersections. The objective of the project is to permit utilization of a "green" signal to effect vehicle clear-out of the crossing area, instead of the current state standard "flashing yellow" signal.

RECEIVED
JUN 7 1984
RR & UTILITY UNIT

By letters dated December 19 and 28, 1983, Southern Pacific Transportation Company and Oregon State Highway Division, respectively, submitted proposals to amend the wording in the first full paragraph on page 3 of Order No. 83-577. Each party believes that the operation of the pedestrian preemption should have a more definitive explanation than is provided in Order No. 83-577.

By letter dated April 25, 1984, PUC staff circulated a proposed supplemental order to the parties in this matter.

Copies of the proposed amendments, proposed supplemental order, and the responses thereto were duly served upon Southern Pacific Transportation Company, City of Corvallis, Benton County, Northwest Natural Gas Company, Pacific Northwest Bell Telephone Company, and the applicant. No objection has been made to issuance of the supplemental order.

Due consideration has been given to all representations in the amendment and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

The Commissioner finds that Order No. 83-577 should be supplemented with additional clarifying language to more accurately describe how the advance preemption phase for pedestrian movements will operate at each of the intersections involved.

IT IS THEREFORE ORDERED that the following description of the operation of the traffic signal devices at the intersections of Pacific Highway West (99W) and Circle, Walnut, and Conifer Boulevards, upon railroad preemption, will be incorporated as part of the final order in this matter:

Each of the three railroad-highway crossings involved is or soon will be equipped with automatic protective devices, interconnected with the traffic signals at the adjacent intersection. The protective devices are activated by circuitry on the railroad, referred to as "standard circuits." When a train enters the standard circuits for each crossing, the protective devices at that crossing commence operation and the traffic signal operation at the adjacent intersection immediately goes into its "railroad preemption" phase. The preemption phase includes a signal indication which allows vehicles to clear out of the track area. This is referred to as the "vehicle clear-out phase." The standard signal aspect in Oregon to effect vehicle clear-out is flashing yellow.

It is proposed that additional circuitry be installed on the railroad in advance of the standard circuits. These are referred to as "advance circuits." One advance circuit will extend south of the standard circuit at the Circle Boulevard crossing and the other will extend north of the standard circuit at the Conifer crossing. The advance circuits will allow for advance preemption of the pedestrian signals at each of the three highway intersections involved. This, in turn, will permit utilization of a "green" signal aspect to effect vehicle clear-out, since no pedestrians should remain in the path of the vehicles when the vehicle clear-out phase is initiated.

When a train enters either of the advance circuits, all pedestrian signals at each of the three highway intersections will be immediately preempted. A preset timing mechanism will also be activated. As the railroad movement enters the standard circuits for each crossing, the timing mechanism is overridden. Preemption of pedestrian movements at each adjacent intersection will continue until the railroad movement clears all three crossings. However, if the railroad movement does not proceed as far as the standard circuits for any crossing, the timing mechanism will return the pedestrian signals to normal operation upon expiration of the preset time period. If the railroad movement then proceeds through the standard circuits for that crossing, there will be no advance preemption of the pedestrian signals. In such cases, vehicle and pedestrian preemption will occur simultaneously at that crossing.

Made, ~~entered~~, and effective June 5, 1984.

PUBLIC UTILITY COMMISSIONER OF OREGON

Gene Maudlin

GENE MAUDLIN
Public Utility Commissioner

rrr/07144

STATE COPY

9419

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: OREGON
MONTHLY TRANSACTION NUMBER: 2-151		County: BENTON
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: ~~M-2110(4)~~
MODIFICATION NUMBER: 3	2-17-84	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 12 ,19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 942,495	$ 996,743
Federal funds	$ 771,243	$ 815,634
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of February ,1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 9, 1984

FEDERAL AID PROJECT NO. M-2110(4)

N.W. 9TH ST.-S.P.R.R. (CORVALLIS) SECTION
FAU 2110, CIRCLE BLVD.
BENTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 7105
ROADWAY (Sta. 0+28 to Sta. 29+30)

Subtotal of previous estimate of January 8, 1982			$574,072.70
PREVIOUS ESTIMATE			
Cement Treated Base	2,280 Ton	6.10	$ 13,908.00
Portland Cement in CTB	125 Ton	75.00	9,375.00
Class C Asph. Conc.	2,030 Ton	28.54	54,936.20
			$ 81,219.20
REVISED ESTIMATE			
Cement Treated Base	4,470 Ton	6.10	$ 27,267.00
Portland Cement in CTB	255 Ton	75.00	19,125.00
Class C Asphalt Conc.	3,120 Ton	28.54	89,044.80
			$135,436.80
		Increase	$ 54,217.60
		SUBTOTAL	628,290.30
		Engineering	77,529.70
		TOTAL	$705,820.00

TYPE CODE Y031
TRAFFIC SIGNALS

Total the same as previous estimate of January 8, 1982 — $149,933.00

TYPE CODE Y018
RAILROAD WORK (Sta. 5+09)

Total the same as previous estimate of May 6, 1982 — $140,990.00

Length of Project ---------- 0.550 mi.
Cost of Roadway Per Mile ------ $1,283,309.09

SUMMARY OF FUNDS (81.83%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CITY FUNDS
Roadway	$705,820.00	$577,572.00	$64,124.00	$64,124.00
Signals	149,933.00	122,690.00	13,621.00	13,622.00
Railroad	140,990.00	115,372.00	12,809.00	12,809.00
TOTAL	$996,743.00	$815,634.00	$90,554.00	$90,555.00

Group 1: 79%; Group 8: 9%; Group 9: 12%
Contract No. 9419
Prefix: 302-1941
Prefix: 302-1005

RHZ:pf

94/9

STATE COPY

B

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 12-124		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Benton
MODIFICATION NUMBER 2	12-13-82	Project Number M-2110(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 12 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 942,495.00	$ 942,495.00
Federal funds	$ 831,088.00	$ 771,243.00
Other revisions		

This modification is made for the following reasons: to reflect reduction in Federal funds in using Clause "A" pro-rata, per City request.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of December , 19 82 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon December 7, 1982

Federal-Aid Project
No. M-2110(4)

N.W. 9th St.-S.P.R.R. (Corvallis) Section
FAU 2110, Circle Blvd.
Benton County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 7105
Roadway (Sta. 0+28 to Sta. 29+30)

Total the same as previous estimate of January 8, 1982 $651,572.00

Type Code Y031
Traffic Signals

Total the same as previous estimate of January 8, 1982 $149,933.00

Type Code Y018
Railroad Work (Sta. 5+09)

Work by S.P.R.R. Co.	All Required	$121,695.00

Anticipated Items

Railroad Protective Cost	All Required	$ 17,000.00
	SUBTOTAL	$138,695.00
	Engineering	2,295.00
	TOTAL	$140,990.00

Length of Roadway ---------- 0.550 mi.
Cost of Roadway Per Mile-----$1,184,676.36

SUMMARY OF FUNDS (81.83%)

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$651,572.00	$533,181.00	$59,195.50	$59,195.50
Signals	149,933.00	122,690.00	13,621.50	13,621.50
Railroad	140,990.00	115,372.00	12,809.00	12,809.00
TOTAL	$942,495.00	$771,243.00	$85,626.00	$85,626.00

Group 1 -79% Group 8-9% Group 9 - 12%
Contract No. 9419
Prefix: 302-1941
Prefix: 302-1005

7419 -

STATE COPY

TO BE COMPLETED BY FH	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: 5-77		County: Benton
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: M-2110(4)
MODIFICATION NUMBER: 1	5-5-82	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 12, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$820,800.00	$942,495.00
Federal funds	$723,778.00	$831,088.00
Other revisions		

This modification is made for the following reasons: to include approved work by S.P.R.R. Co.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of May, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 6, 1982

Federal-Aid Project
No. M-2110(4)

N.W. 9th St.-S.P.R.R. (Corvallis) Section
FAU 2110, Circle Blvd.
Benton County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 7105
Roadway (Sta. 0+28 to Sta. 29+30)

Total the same as previous estimate of January 8, 1982 $651,572.00

Type Code Y031
Traffic Signals

Total the Same as previous estimate of January 8, 1982 $149,933.00

Type Code Y018
Railroad Work (Sta. 5+09)

Work by S.P.R.R. Co.	All Required	$121,695.00

Anticipated Items

Railroad Protective Cost	All Required	$ 17,000.00
	SUBTOTAL	$138,695.00
	Engineering	2,295.00
	TOTAL	$140,990.00

Length of Roadway ---------- 0.550 mi.
Cost of Roadway Per Mile ------$1,184,676.36

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$651,572.00	$574,556.00	$ 38,508.00	$ 38,508.00
Signals	149,933.00	132,209.00	8,862.00	8,862.00
Railroad	140,990.00	124,323.00	8,333.50	8,333.50
TOTAL	$942,495.00	$831,088.00	$ 55,703.50	$ 55,703.50

Group 1 100% Group 8 9% Group 9 12%
Contract No. 9419
Prefix: 302-1941
Prefix: 302-1005

9419

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 1-133	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 11/2/82	State Oregon County Benton Project No. M-2110(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.W. 9th St.-S.P.R.R. (Corvallis)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-23-81	0.550
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS PRO RATA 88.18% FEDERAL FUNDS
$ 820,800.00	$ 723,778.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by
Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon January 8, 1982

Federal Aid Project
No. M-2110(4)

N.W. 9th St.-S.P.R.R. (Corvallis) Section
FAU 2110, Circle Blvd.
Benton County

PROJECT AGREEMENT ESTIMATE

Type Code 7105
Roadway (Sta. 0+28 to Sta. 29+30)

Mobilization	(71 %)	All Required	$ 52,540.00
Temporary Protection and Direction of Traffic	(71 %)	All Required	11,360.00
Temporary Signs	350 Sq. Ft.	4.00	1,400.00
Temporary Barricades	13 Each	75.00	975.00
Temporary Plastic Safety Markers	40 Each	50.00	2,000.00
Flagmen	270 Hour	17.00	4,590.00
Clearing and Grubbing		All Required	3,300.00
Removal of Structures and Obstructions		All Required	2,500.00
Trench Excavation	1,193 Cu. Yd.	5.00	5,965.00
Finishing Roadbed and Slopes		All Required	17,000.00
Aggregate Base	330 Ton	8.00	2,640.00
24-inch Culvert Pipe	28 Lin. Ft.	20.00	560.00
8-inch Sewer Pipe	62 Lin. Ft.	43.00	2,666.00
10-inch Sewer Pipe	430 Lin. Ft.	11.00	4,730.00
15-inch Sewer Pipe	40 Lin. Ft.	15.00	600.00
18-inch Sewer Pipe	980 Lin. Ft.	15.05	14,749.00
21-inch Sewer Pipe	1,090 Lin. Ft.	18.00	19,620.00
Portland Cement Concrete in Sewers	110 Cu. Yd.	52.00	5,720.00
Installing 21-Inch Pipe Under Railroad	34 Lin. Ft.	150.00	5,100.00
Concrete Manholes, 10 Feet or Less Deep	7 Each	855.00	5,985.00
Concrete Curb Inlets	16 Each	500.00	8,000.00
Guard Rail, Type 3	75 Lin. Ft.	30.00	2,250.00
Rail End Pieces, Type B	4 Each	50.00	200.00
Concrete Walks	2,600 Sq. Yd.	12.20	31,720.00
Concrete Driveways	440 Sq. Yd.	15.00	6,600.00
Special Curb and Gutter	5,125 Lin. Ft.	7.80	39,975.00
Straight Curb	180 Lin. Ft.	6.00	1,080.00
Adjusting Manholes	7 Each	135.00	945.00

Reconstructing Concrete Manholes	2 Each	345.00	690.00
Well Abandonment	1 Each	1,035.00	1,035.00
Embankment in Place	3,770 Cu. Yd.	4.75	17,907.50
Watering	25 M-Gal.	10.00	250.00
Lime Treated Subgrade	19,000 Sq. Yd.	1.50	28,500.00
Lime for Treated Subgrade	215 Ton	75.00	16,125.00
Cement Treated Base Mixture	2,280 Ton	6.10	13,908.00
Portland Cement in CTB Mixture	125 Ton	75.00	9,375.00
Asphalt in Seal	6 Ton	325.00	1,950.00
Class "C" Asphalt Concrete	2,030 Ton	28.54	57,936.20
Plain Concrete Pavement	15,900 Sq. Yd.	8.90	141,510.00
Signing			
Removal of Existing Sign Installations		All Required	1,000.00
Sign Support Footings		All Required	2,000.00
Special Pipe Sign Supports		All Required	3,000.00
Type "C" and "D" Signs in Place	124 Sq. Ft.	10.00	1,240.00
Type "T" Signs in Place	26 Sq. Ft.	13.00	338.00
Type "U" Signs in Place	19 Sq. Ft.	16.00	304.00
Move and Reinstall Existing Signs		All Required	1,000.00
			$552,838.70
Anticipated Items			
Permanent Pavement Striping		All Required	$ 4,000.00
Temporary Pavement Striping		All Required	2,300.00
Roadside Seeding & Mulching		All Required	500.00
On-the-job Trainees (1-800 hrs. at $0.80)		All Required	800.00
Bikeway Striping & Legend		All Required	700.00
Work by City of Corvallis (Water)		All Required	7,763.00
Work by Pacific Power and Light Company		All Required	4,546.00
Work by City of Corvallis (Fire Alarm)		All Required	625.00
			$ 21,234.00
		SUBTOTAL	$574,072.70
		Engineering	77,499.30
		TOTAL	$651,572.00

Type Code Y031
Traffic Signals

Mobilization	(19 %)	All Required	$ 14,060.00
Temporary Protection and Direction of Traffic	(19 %)	All Required	3,040.00
Traffic Signal Installation, Complete		All Required	105,000.00
Fire Pre-emption System, Complete		All Required	10,000.00
		SUBTOTAL	$132,100.00
		Engineering	17,833.00
		TOTAL	$149,933.00

Type Code Y018
Railroad Work (Sta. 5+09)

Work by S.P.R.R. Co.	All Required	$ Retained in Program
		$ ------

Anticipated Items

Railroad Protective Cost	All Required	$ 17,000.00
	SUBTOTAL	$ 17,000.00
	Engineering	2,295.00
	TOTAL	$ 19,295.00

Length of Roadway ---------- 0.550 mi.
Cost of Roadway Per Mile ----------$1,184,676.36

Work Retained in Program Status
(not included in amounts below)

Work by Southern Pacific Co.	All Required	$121,695.00

SUMMARY OF FUNDS 88.18%

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$651,572.00	$574,556.00	$38,508.00	$38,508.00
Signals	149,933.00	132,209.00	8,862.00	8,862.00
Railroad	19,295.00	17,013.00	1,141.00	1,141.00
TOTAL	$820,800.00	$723,778.00	$48,511.00	$48,511.00

Group 1 94%; Group 9 6%
Contract No. 9419
Prefix: 302-1941
Prefix: 302-1005

N.W. 9th St.-S.P.R.R. (Corvallis)
(Nonparticipating - City Work)

Mobilization	(10 %)	All Required	7,400.00
Temporary Protection and Direction of Traffic	(10 %)	All Required	1,600.00
Flagmen	30 Hour	17.00	510.00
Trench Excavation	1,917 Cu. Yd.	5.00	9,585.00
6-inch Sewer Pipe	130 Lin. Ft.	28.00	3,640.00
8-inch Sewer Pipe	168 Lin. Ft.	43.00	7,224.00
12-inch Sewer Pipe	610 Lin. Ft.	60.00	36,600.00
Pipe Bedding and Backfill Material	1,900 Cu. Yd.	6.35	12,065.00
Concrete Manholes, over 10 Feet Deep	2 Each	3,300.00	6,600.00
		SUBTOTAL	$ 85,224.00
		Engineering	11,505.00
		TOTAL	$ 96,729.00

9219

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: Janaury 16, 1984

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Service Contract No. 83-13
Crossing Nos. F-690.7, F-691.0 and F-691.24
Conifer Blvd., Walnut Blvd and Circle Blvd.
City of Corvallis
Benton County
ODOT Agreement No. RR-1142
Project No. F-9-1(6)

RAILROAD COMPANIES
FILE No. 1142

RX 16

Attached is the State's fully-executed counterpart of a Service Contract between the Southern Pacific Transportation Co. and the Oregon Department of Transportation, Highway Division, calling for train preemption modification at the subject grade crossings.

This is a part of the Conifer Blvd.-Circle Blvd. Section on the Pacific Highway West in Corvallis.

RDT/llr
Attachment
cc: D. E. Wilken - w/copy
C. T. Keasey - w/copy
Dick Bladorn - w/copy
V. E. Skoog - w/copy - ATTN: Klint Tegland
D. E. Swan - w/copy (2)
C. O. Fredrickson-w/copy (2)
Pete Fidler - w/copy

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

DATE: October 13, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. M-2110(4)

Contract 9419, Work Completed November 29, 1982

Project NW 9th St.-SPRR (Corvallis)

Highway FAU 2110 (Circle Blvd.)

County Benton

NOTED
H.S.COULTER

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Apr. 22, 1985

D. K. Hoosier
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JUL 18 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RDC:mk

cc: H. S Coulter
C. T Keasey
C. O. Fredrickson
R. D. Church

CE ___ CAE ___ RECEIVED LS ___ TC ___
COE ___ OM ___ SA ___ CC ___
OE ___ JUL 16 1985 FE ___ CP ___
CA ___ PQC ___
CAM ___ CONSTRUCTION QCS ___
EEO ___ SECTION FILE ___

Form 734-3122

9/17

DATE: October 3, 1983

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
NW 9th St.-S.P.R.R. (Corvallis) Section
FAU 2110 Highway, Benton County
Contract No. 9419

This federal-aid urban system project has been completed and it is now apparent that the final cost will exceed the project authorization by $110,000 or 9.8 percent.

This is the second request for increase in authorization on this project. On May 17, the Commission approved an increase of $60,000 based on additional contract work performed.

The current request is to cover costs of railroad crossing improvement and signal work preformed by Southern Pacific Transportation Company (SPT Co.). The original project authorization included funds for this work, apparently based on information from PUC orders. The estimate used was erroneous and billings received recently from SPT Co. exceeded the amount anticipated by $96,547.

Other minor overruns occurring subsequent to earlier request include $4,650 to install bicycle detector loops to replace pushbutton pedestals which were found to be hazardous due to their location, and $954 to replace work parts in signal units that were reinstalled.

The overrun will result in additional funds required from the City of Corvallis. They have been advised of the need and report that funds are available.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $110,000 to a new total of $1,228,565.35. This matter will be on the consent calendar for the October 11 meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

9419

CTC 414

STATE OF OREGON Highway Construction 378-6386 CON 5 INTEROFFICE MEMO

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 29, 1983

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
H.S.COULTER

SUBJECT: Request for Increase in Project Authorization
NW 9th St.-S.P.R.R. (Corvallis) Section
FAU 2110 Highway, Benton County
Contract No. 9419

This federal aid urban system project has been completed and it is now apparent that the final cost will exceed the project authorization by $110,000.00 or 9.8 percent.

This is the second request for increase in authorization on this project. The Commission on May 17, 1983 approved an increase of $60,000.00 based on additional contract work performed.

The current request is to cover costs of railroad crossing improvement and signal work performed by Southern Pacific Transportation Company. The original project authorization included funds for this work, apparently based on information from PUC orders. The estimate used was erroneous and billings received recently from SPT Co. exceeded the amount anticipated by $96,547.

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The overrun will result in additional funds required from the City of Corvallis. They have been advised of the need and report that funds are available.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $110,000.00. Also attached is a copy of the Expected Overrun of Project Authorization Form.

OBJ:mk

Attach.

cc: C. O. Fredrickson
Ken Karnosh
R. D. Church
D. E. Swan

81-125-1387

94119

S

STATE OF OREGON
RAILROAD & UTILITY UNIT 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: September 28, 1983

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: RX 16
Crossing No. F-690.7, Circle Blvd.
F-691.0, Walnut Blvd.
F-691.24, Conifer Blvd.

Attached is a copy of Order No. 83-577 issued by the Public Utility Commissioner on September 26, 1983, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
Ken Karnosh
J. L. Gunter
C. O. Fredrickson (2)
J. L. Sollis
L. E. George

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
SEP 29 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

ORDER NO. 83-577

ENTERED September 26, 1983

PUC CROSSING NO. F-690.7
DOT CROSSING NO. 753 931 U
CIRCLE BOULEVARD

PUC CROSSING NO. F-691.0
WALNUT BOULEVARD

PUC CROSSING NO. F-691.24
DOT CROSSING NO. 753 928 L
CONIFER BOULEVARD

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

RX 16

In the Matter of the Application of the OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.030, to alter the protection at the railroad-highway grade crossings of Conifer, Walnut, and Circle Blvds. and Southern Pacific Transportation Company, West Side Branch, in Corvallis, Benton County, Oregon, by modifying the operation of the existing traffic signal preemption system at the adjacent intersections of Highway 99W.	ORDER

On April 19, 1983, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed a letter application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter the protection at the railroad-highway grade crossings of Circle, Walnut, and Conifer Boulevards, highways under the jurisdiction of the City of Corvallis, and the main track and right-of-way of Southern Pacific Transportation Company, West Side Branch, in Corvallis, Benton County, Oregon, by modifying the operation of the traffic signal preemption systems at the adjacent intersections with Highway 99W.

Copies of the application and responses thereto were duly served upon Southern Pacific Transportation Company, City of Corvallis, Benton County, Northwest Natural Gas Company, Pacific Northwest Bell Telephone Company, and applicant. No objection by any party has been made to the granting of the application as proposed.

The Southern Pacific's West Side Branch track runs basically north-south and is paralleled on the west by Pacific Highway West (OSH 99W). Conifer, Walnut, and Circle Boulevards are east-west streets which intersect the railroad and Highway 99W. Circle is the most southerly of the three streets. Walnut is located three-tenths of a mile to the north, and Conifer is an additional two-tenths of a mile to the north. Each of these intersections with Highway 99W is or will be equipped with traffic signals interconnected with the automatic protective devices at the respective railroad crossings. This interconnection provides a train preemption and clear-out phase in the traffic signal operation cycle. The following PUC orders authorized the interconnection of the automatic protective devices at the grade crossing with the traffic signals at the adjacent intersection:

	Order No.	Docket No.	Order Entered Date
Conifer Blvd.	74-517	SXF 684	July 11, 1974
Circle Blvd.	81-931	SXF 1210	December 29, 1981
Walnut Blvd.	83-298	SXF 1303	May 26, 1983

(Order No. 83-298 authorizes the construction of the Walnut Boulevard grade crossing. This crossing is now in the construction phase.)

The typical standard state highway traffic signal installation for intersections adjacent to railroad crossings is equipped with a train preemption phase. The standard preemption phase utilizes a flashing yellow signal to effect clear-out of the track area when a train is approaching the crossing.

Applicant proposes to modify the traffic signal operation during the initial portion of the preemption phase at the intersections of Circle and Conifer Boulevards with Highway 99W. A steady green signal will be used in place of a flashing yellow signal to effect clear-out. The use of a steady green signal during the clear-out portion of the preemption phase at Walnut Boulevard is addressed in Order No. 83-298. The traffic signals at the intersections of Circle, Walnut, and Conifer Boulevards with Highway 99W will be integrated into a single system, which will function at each intersection as set forth in the traffic signal operation matrix attached to this order as Appendix "A." This modification to standard practice is being implemented at the three subject intersections in order to better evaluate its effectiveness in promoting clear-out of the track area. Uniformity of traffic signal operation at these nearly

adjacent intersections will assure that motorists are presented with a common mode of traffic signal operation during train preemption.

As part of the project, it is proposed to modify the track circuitry which activates the signal preemption system. Approach circuits on the railroad will be extended south of Circle Boulevard and north of Conifer Boulevard. This will allow implementation of a pedestrian movement preemption phase in advance of the vehicle clear-out phase, thus assuring that no pedestrian will be in the path of a vehicle attempting to clear out of the track area during the green clear-out interval.

The cost of modifying the existing traffic signal train preemption phase at Circle and Conifer Boulevards and integrating them with the ordered Walnut Boulevard traffic signals is estimated to be $10,200. Applicant proposes that it bear 25 percent of the project cost and that the Grade Crossing Protection Account bear the remaining 75 percent.

The Commissioner finds that the modification of the train-activated preemption phase proposed herein is required by the public safety, convenience, and general welfare and that it is appropriate to authorize expenditure of funds from the Grade Crossing Protection Account as provided by ORS 763.270, in the amount agreed upon by the parties.

Due consideration has been given to the application and responses thereto in this proceeding. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application, files, and field investigation of the Commissioner, it is found that the protective devices at the Circle and Conifer Boulevards grade crossings should be modified as ordered below.

IT IS THEREFORE ORDERED that:

1. The authority to modify the operation of traffic signals at intersections adjacent to the Circle and Conifer Boulevard crossings, as requested herein, is hereby granted.

2. Applicant shall:

   a. Modify the operation of the existing interconnected traffic signals at the adjacent intersections of Circle and Conifer Boulevards with Highway 99W to provide a

steady green signal during the clear-out portion of train preemption phase of the traffic signal operation cycle, to function in accordance with the description in Appendix "A" attached hereto, and bear 25 percent of the cost thereof;

b. Bear 25 percent of the cost of modifying the track circuitry at the Circle and Conifer Boulevard grade crossings;

c. Maintain the interconnection between the existing traffic signals installed at the adjacent intersections of Circle and Conifer Boulevards with Highway 99W up to the railroad signal cases at the grade crossings of Circle and Conifer Boulevards, and bear all the cost thereof; and

d. Ensure compliance with all provisions of OAR 860-42-116.

3. Southern Pacific Transportation Company shall:

a. Subject to reimbursement as provided herein, modify the existing track circuits, as necessary, at the Circle and Conifer Boulevard grade crossings;

b. Ensure that the existing automatic protective devices at the Circle and Conifer Boulevard grade crossings comply with OAR 860-42-090; and

c. Maintain the modified track circuitry ordered herein, and bear all the cost thereof.

4. Each party shall notify Northwest Natural Gas Company, Pacific Power & Light Company, and Pacific Northwest Bell Telephone Company at least seven days in advance of commencing any construction at the crossings.

5. Each party shall notify the Commissioner upon completion of its portion of the project.

6. Pursuant to ORS 763.270, the Grade Crossing Protection Account of the State of Oregon shall bear 75 percent of the cost of modifying the traffic signal clear-out portion of train preemption and track circuitry as provided in paragraphs 2.a. and 3.a. above.

7. Upon completion of the work ordered in paragraphs 2.a. and 3.a. above, applicant or Southern Pacific Transportation Company, whichever advances a share of the cost apportioned to the Grade Crossing Protection Account, shall present its claim for reimbursement for the Commissioner's approval. The best estimate of the cost of the project is $10,200.

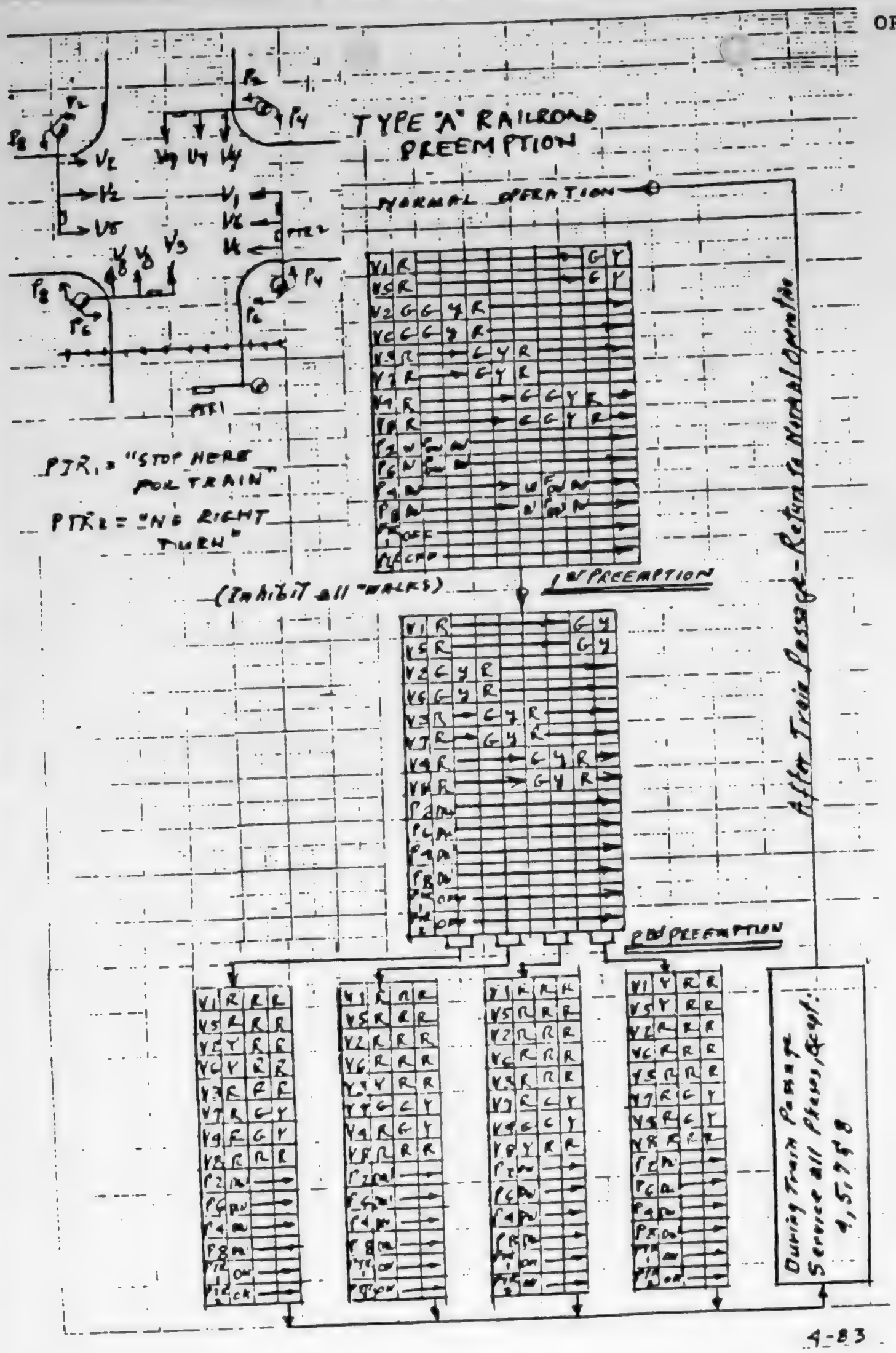
All previous orders of the Commissioner and the provisions thereof, which concern or pertain to the construction, maintenance, protective devices, or the operation of trains over the Circle, Walnut, and Conifer Boulevards grade crossings, shall continue in full force and effect, with the exception of any terms therein which conflict with the terms of this order.

Made, entered, and effective 9/26/83.

PUBLIC UTILITY COMMISSIONER OF OREGON

JOHN J. DOBDELL
Public Utility Commissioner

kim/0811K


TYPE "A" RAILROAD PREEMPTION
NORMAL OPERATION
1ST PREEMPTION
2ND PREEMPTION
PTR1 = "STOP HERE FOR TRAIN"
PTR2 = "NO RIGHT TURN"
(INHIBIT ALL "WALKS")
During Train Passage - Return to Normal Operation
During Train Passage Service all Phases, Keyp.: 4,5,7 & 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: NW 9th St.-SPRR(Corvallis)	SECTION: NW 9th St.-SPRR(Corvallis)	WEEK ENDING: June 11 1983
		SECTION PREFIX: 302-1005
	HIGHWAY: FAU 2110(Circle Blvd)	COUNTY: Benton
	KIND OF WORK: grading, paving, signing, & signals	
CONTRACTOR: Wildish Corvallis Const. Co.	CONTRACT NUMBER: 9419	FEDERAL AID PROJECT NUMBER: M-2110(4)
DATE OF CONTRACT: Jan 6, 1982	DATE WORK STARTED: 4/20/82	ESTIMATED COMPLETION DATE: 11/29/82
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 3 SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 316	CALENDAR DAYS USED 316
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $ 1,118,565		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 1,034,626	ENGINEERING AUTHORIZATION $ 83,939.10	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 1,045,000	ENGINEERING COST TO DATE $ 107,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 10[illegible]
ESTIMATED PERCENT OVERRUN / UNDERRUN + 1.0 %	PERCENT OF AUTHORIZATION 127 %	DATE PROJECT WAS COMPLETED: 11/29/82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	XXXXXXXX PAVE.	MAT'L. PROD.	traffic signal
100	100	100	100	100		100

	GRADING	SURFACING	MAINTENANCE MATERIALS	PCC pavement	PAVING
MILES IN PROJECT	0.55	0.55		0.55	0.55
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.55	0.55		0.55	0.55
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,770 cy	2,280 ton		15,900 sq yd	2,030 ton
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,700	5,043		12,856	3,283
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUN 14 1983
CONSTRUCTION SECTION

CE ~~CAE~~ ~~FOE~~ ~~OCS~~ SCS EEO OM CA LS IC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY June 6, 1983	installing bicycle loops
TUESDAY	installing bicycle loops
WEDNESDAY	replacing worn parts in existing signals on EWO
THURSDAY	State Crew installing loop amplifiers
FRIDAY	
SATURDAY	

REMARKS

Sub contractor, Hamilton Electric, installed bicycle loop detectors, and replaced worn parts in existing signals on EWO.

PROJECT COMPLETED

FINAL REPORT

SIGNED for Kenneth D Darnosh, Project Manager LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F218

9419

DATE: May 5, 1983

TO: Oregon Transportation Commission

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
NW 9th St.-SPRR (Corvallis) Section
FAU 2110 (Circle Blvd.), Benton County
Contract No. 9419

Work on this Federal-Aid Urban project is substantially completed, and it now appears that the final cost will exceed the project authorization by $60,000 or 5.7 percent.

Excavation of unstable subgrade material and replacement with bar-run aggregate was necessary in order to provide stable support for the base and surfacing materials. This work was accomplished by Extra Work Order No. 2 and added nearly $15,000 to the cost of the project.

In order to adequately protect the traveling public, it was necessary to provide full-time flagging in connection with the construction of the sanitary sewer portion of the work, whereas only intermittent flagging was anticipated in the project authorization. This additional work added $14,000 to the cost of the project.

Additional asphalt concrete mixture was used to correct the cross-slope of the Pacific Highway at the intersection with Circle Boulevard. This was done to move the crown of the pavement to coincide with the centerline and thus eliminate any breakover in the travel lanes, resulting in safer driving conditions. This work added approximately $12,000 to the cost of the project. Construction engineering overran nearly $23,000 to cope with the details of this project, including the inefficienc s of low-production days in the contractor's work when engineering and inspection costs outpaced their effectiveness.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $60,000 to a new total of $1,118,565.35. This matter will be on the consent calendar for the May 17 meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

94/19

May 11, 1983

AGR

City of Corvallis
City Hall
Corvallis, OR 97330

Attention: Greg Scott
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7568

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement for the extension of Walnut Boulevard to intersect with 99W in Corvallis (N.W. 9th Street-SPRR Section).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (Agree. att.)

9419

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

DATE: May 5, 1983

TO: Oregon Transportation Commission

CON
AGENDA
MAY 17 1983
14 K

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
NW 9th St.-SPRR (Corvallis) Section
FAU 2110 (Circle Blvd.), Benton County
Contract No. 9419

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There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

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HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

Form 734-3123

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318 FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: April 28, 1983

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

NOTED
H.S.COULTER

SUBJECT: Request for Increase in Project Authorization
NW 9th St.-SPRR (Corvallis) Section
FAU 2110 (Circle Blvd.), Benton County
Contract No. 9419

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Excavation of unstable subgrade material and replacement with bar-run aggregate was necessary in order to provide stable support for the base and surfacing materials. This work was accomplished by Extra Work Order No. 2 and added nearly $15,000 to the cost of the project.

In order to adequately protect the traveling public, it was necessary to provide full-time flagging in connection with the construction of the sanitary sewer portion of the work, whereas only intermittent flagging was anticipated in the project authorization. This additional work added $14,000 to the cost of the project.

Additional asphalt concrete mixture was used to correct the cross-slope of the Pacific Highway at the intersection with Circle Blvd. This was done to move the crown of the pavement to coincide with the centerline and thus eliminate any breakover in the travel lanes, resulting in safer driving conditions. This work added approximately $12,000 to the cost of the project. Construction engineering overran nearly $23,000 to cope with the details of this project, including the inefficiencies of low-production days in the contractor's work when engineering and inspection costs outpace their effectiveness.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $60,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
R. D. Church
K. Karnosh
D. E. Swan

NOTED
W. E. SCHWARTZ

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

In Reply Refer to
File No.:

April 18, 1983

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

Conifer Boulevard-Walnut Boulevard-
Circle Boulevard
Crossings No. F-691.24, F-690.95,
and F-690.70
City of Corvallis

Dear Dave:

Please accept this letter as an application for the green clearance which we have been discussing for the subject locations. You will find, attached, twelve (12) copies of the proposed railroad preemption with the green clearout phase.

The work at Walnut Blvd. will be paid for under the current signal contract. The work at Conifer Blvd. and Circle Blvd. will be paid for by the Grade Crossing Protection Account with local match from the State Highway Division.

The State Highway Division will, under contract, perform the installation involved in the signal work. The track circuits and work relating to the railroad will be done by the Southern Pacific Transportation Co. The Highway Division will maintain the traffic signal installations after completion.

Cordially,

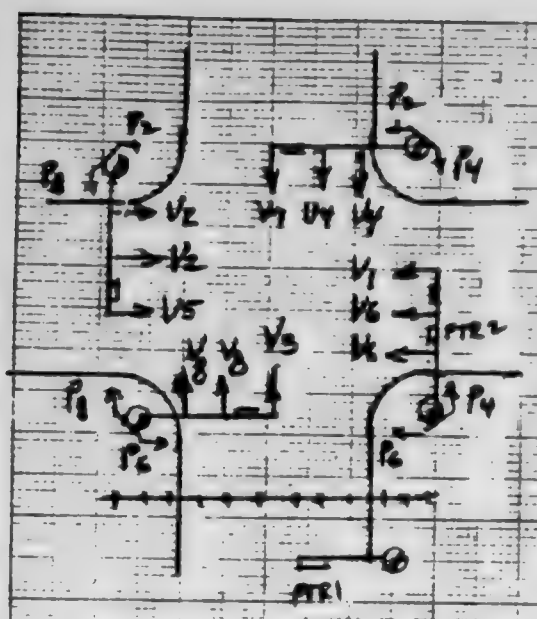
Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
Attachments
cc: H. S. Coulter - w/copy
C. O. Fredrickson - w/copy
C. T. Keasey - w/copy
D. E. Swan - w/copy
J. L. Sollis - w/copy
L. E. George - w/copy

RECEIVED
STATE HWY ENGR
APR 19 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

TYPE "A" RAILROAD PREEMPTION



PTR_1 = "STOP HERE FOR TRAIN"

PTR_2 = "NO RIGHT TURN"

NORMAL OPERATION

V1	R											→	G	Y	
V5	R											→	G	Y	
V2	G	G	Y	R											→
V6	G	G	Y	R											→
V3	R				←	G	Y	R							→
V7	R				→	G	Y	R							→
V4	R								→	G	G	Y	R		→
V8	R								→	G	G	Y	R		→
P2	W	FW	W												→
P6	W	FW	W												→
P4	W						→	W	FW	W					→
P8	W						→	W	FW	W					→
PTR1	OFF														→
PTR2	OFF														→

(Inhibit all "WALKS")

1ST PREEMPTION

V1	R											→	G	Y	
V5	R											→	G	Y	
V2	G	Y	R												→
V6	G	Y	R												→
V3	R				→	G	Y	R							→
V7	R				→	G	Y	R							→
V4	R								→	G	Y	R			→
V8	R								→	G	Y	R			→
P2	DW														→
P6	DW														→
P4	DW														→
P8	DW														→
PTR1	OFF														→
PTR2	OFF														→

2ND PREEMPTION

V1	R	R	R												
V5	R	R	R												
V2	Y	R	R												
V6	Y	R	R												
V3	R	R	R												
V7	R	G	Y												
V4	R	G	Y												
V8	R	R	R												
P2	DW	→													
P6	DW	→													
P4	DW	→													
P8	DW	→													
PTR1	ON	→													
PTR2	ON	→													

V1	R	R	R												
V5	R	R	R												
V2	R	R	R												
V6	R	R	R												
V3	Y	R	R												
V7	G	G	Y												
V4	R	G	Y												
V8	R	R	R												
P2	DW	→													
P6	DW	→													
P4	DW	→													
P8	DW	→													
PTR1	ON	→													
PTR2	ON	→													

V1	R	R	R												
V5	R	R	R												
V2	R	R	R												
V6	R	R	R												
V3	R	R	R												
V7	R	G	Y												
V4	G	G	Y												
V8	Y	R	R												
P2	DW	→													
P6	DW	→													
P4	DW	→													
P8	DW	→													
PTR1	ON	→													
PTR2	ON	→													

V1	Y	R	R												
V5	Y	R	R												
V2	R	R	R												
V6	R	R	R												
V3	R	R	R												
V7	R	G	Y												
V4	R	G	Y												
V8	R	R	R												
P2	DW	→													
P6	DW	→													
P4	DW	→													
P8	DW	→													
PTR1	ON	→													
PTR2	ON	→													

High Train Passage – Return to Normal Operation

During Train Passage Service all Phases Adopt: 4, 5, 7 & 8

4-83

9419

6

January 6, 1983 CON

Wildish-Corvallis Construction Co.
P. O. Box 987
Corvallis, OR 97339

Time Extension Request
NW 9th St.-SPRR Section (Corvallis)
Contract No. 9419
FAP No. M-2110(4)

Your request for additional contract time in which to complete the above project has been carefully considered. Additional contract time is not granted for the broken water line since this does not appear to be a "bona fide" cause for adjustment of contract time in accord with the provisions of the contract.

However, a review of the project records indicates that additional and extra work done on the project does warrant a time extension. Therefore, a contract time extension of six calendar days is granted for this reason.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
Ken Karnosh w/att.
FHWA w/att.
Bob Church

302-1005

STATE OF OREGON
Highway Division 378-2626

INTER-OFFICE MEMO

DATE: December 29, 1982

TO: C. T. Keasey, P.E.
CONSTRUCTION ENGINEER

FROM: G. W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
N.W. 9th St. - SPRR Sect.
Circle Blvd. (Corvallis)
Contract 9419

The attached formal request from Wildish Corvallis Construction Company, which contains the consent of their surety, asks that the authorized 310 calendar days (cds) be increased by 6 to a new total of 316 cds, the time that it actually took to complete the project. They base their request on the fact that between June 11 and June 17 a ruptured city water line at station 3+50 flooded the subgrade preventing continuation of the work.

Project Manager Kenneth E. Karnosh in his attached December 15 letter analysis agrees that a water main broke June 11 flooding the area, with corrective work done June 17, affecting 7 cds. However, Mr. Karnosh recommends denial based on the fact that the contractor could have overcome this 7 cds delay by utilizing some of the time delays that he created later during the project.

This office notes that there were 12 price agreements and six extra work orders on this project. Some of these were simply documentary price agreements. Others involve incidental work. Extra Work Order 2, though, meets the criteria of Standard Specification 108.09 relative to adjustment of contract time. It authorized excavating soft areas of subgrade on the right as directed by the engineer and replaced with bar run aggregate between approximate station 53+75 and covered the same time frame mentioned by the contractor. This office, therefore, recommends granting the 6 cds necessary to eliminate liquidated damages on this project on the basis that ordered extra work delayed the project to that extent and the contractor was entitled to the time delay windows that he created by other efficiencies and that we benefited from these windows in his original bid. ? By late completion?

12-30-82

GWW/bah

cc: Ken Karnosh

W. E. Schwartz —
I reluctantly concur with Region to grant a 6 C.D. time extension due to added and extra work performed.

Engineer

RECEIVED
DEC 30 1982
CONSTRUCTION SECTION

81-125-1387

9419

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-10-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2110(4)	
2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.
	5. ITEM NO. 10057
2A. COUNTY NAME Benton	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
7/21/82	FAU 2110	City Street

10. GENERAL LOCATION:

NW 9th St. - SPRR (Corvallis) Section

11. GENERAL DESCRIPTION OF WORK

Furnish traffic signal control program

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 7/21/82 as requested in Mr. Keasey's letter of 9/1/82, as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 7 is approved for a TEC of $1,000 Federal Funds $882.

Orig to
file

RECEIVED
STATE HWY ENGR
SEP 16 '82
REFER TO
Routing
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/10/82	E J Valach	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#119

1-P

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name N W 9th Street-S.P.R.R. Date July 2, 19 82

Highway Circle Boulevard(Corvallis) Contract No. 9419

County Benton Prefix 302-1005

Contractor Wildish Corvallis Const. Co. F. A. Project No. M-2110(4)

Address P O Box 987,Corvallis, OR, 97339 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove section of curb and gutter as directed by the engineer. Furnish, place, and grade aggregate base material as required to raise grade to meet the revised railroad grade.

Location by station numbers:

Station 21+00 to 22+00 (approximately) right side

Estimate of quantities and cost:

labor	$ 400
equipment	450
materials	250
	$ 1,100

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Subgrade and curb was built to original gradeline as staked. Raising of railroad required a different grade.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 1,058,565
Present estimate of project cost, including $ 1,100 for work under this order	$ same
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Kenneth D Karnosh — Resident Engineer

Approval Recommended: ..... — Regional Engineer

DS 7-22-82

Approval Recommended: ..... — For: Construction Engineer or Bridge Engineer

Approved ..... — Construction Engineer.

7/15/82

9419

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-22-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: M-2110(2)

2. STATE PROJECT NO.: See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: M-78

2A. COUNTY NAME: Benton

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/22/82

8. FEDERAL ROUTE NUMBER: FAU 2110

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:
NW 9th Street - SPRR (Corvallis) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 4/12/82 I approve the revised Preliminary Engineering Costs to a TEC of $87,900 Federal Funds $68,723.

(Increase TEC $14,400 Federal Funds $11,259)

(Note: PS&E approved 11/23/81 Contract awarded 12/22/81 under project M-2110(4))

RECEIVED
STATE HWY ENGR
APR 28 '82
REFER TO
FOR

Info	Inves	R/D	D.R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/22/82	G. K. Hansmeier	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9419

Corvallis
Benton

ROAD DESIGN SECTION 378-6558

C. O. Fredrickson
Region 2 Engineer, SALEM

April 12, 1983

W. H. Wakerlig
Right of Way Descriptions Supervisor

N.W. 9th St.-SPRR (Corvallis) Section
Circle Blvd.
Benton County

Versteeg
Anderson
Adams
Lisenab
Stoudenmayer
Terpin
Trout
Wakerlig

RECEIVED
APR 12 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

We are forwarding herewith a reproducible map (10C-51-14) covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. ~~Engineer~~ Draftsman
DESIGNER

ALD:rlr
Attachment

9419

4-1-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: M-2110(4)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10057

2A. COUNTY NAME: Benton

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/1/82

8. FEDERAL ROUTE NUMBER: FAU 2110

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

NW 9th Street - SPRR (Corvallis) Section

11. GENERAL DESCRIPTION OF WORK

Signals and gates and track crossing improvements

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [XX] CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's 3/30/82 letter you are authorized to proceed with the work covered by the Agreement with Southern Pacific Transportation Company approved by the Highway Division on 3/29/82 at a total estimated cost of $121,695 Federal Funds $107,310.

A copy of signed agreement is returned herewith.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/1/82	for Dale E. Wilken	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

94.9

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

March 30, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Railroad Agreement
Project No. M-2110(4)
N.W. 9th St.-S.P.R.R. (Corvallis) Section
Benton County

Enclosed for your approval are two copies of fully executed agreements between the Southern Pacific Transportation Company and the City of Corvallis for the two crossings on the subject project.

I request the following:

1) Authorization to proceed with work by the railroad at an estimated total cost of $121,695 with federal funds of $107,310.

2) The return of one copy of each of the agreements approved for our files.

CL:bkc
Enc.

cc: R. Trygstad
G. Zehner
General Files

Form 734-3122

Corvallis -

ROAD DESIGN SECTION

DES 16

Kenneth Karnosh
Project Manager

March 5, 1982

Donald R. Adams
Final Design Engineer

Sign Shop Drawings
N.W. 9th Street-S.P.R.R. (Corvallis) Section
Circle Boulevard
Benton County
Contract No. 9419

Verstoeg
Anderson
Adams
Olson
Sullivan
Terpin
Troutman
Wakerlig

RECEIVED
MAR 9 1982
ROAD DESIGN SECTION

Do Not Type
Return To
Bring to
Action

Attached are three prints of approved shop drawings for Signs 9 and 14 on the above-named project.

One print should be retained by you for field inspection purposes; one print forwarded to Don Wackerbarth's office for shop inspection of the signs; and one print sent to the Traffic Safety Supply Company for sign fabrication.

As a point of information, sign shop drawings should be sent to Road Design for approval.

WGB:ja

Attachments

cc C. T. Keasey
C. O. Fredrickson
W. G. Beard

302-1005

STATE OF OREGON

INTEROFFICE MEMO

DEPT. _____ TELEPHONE _____

TO: L E George
Traffic Engineer, Salem

DATE: Feb 25, 1982

FROM: Kenneth D Karnosh
Project Mgr., Albany

SUBJECT: NW 9th St.-S.P.R.R. (Corvallis)
section Circle Blvd.
contract 9419

Versteeg
Anderson
Adams
Olson
Sullivan
Tarpin
Trout
Wakerlig

RECEIVED
MAR 1 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring To
Action

Enclosed for your approval 4 copies of drawing for type "U" sign on the above construction project.

REFERRED TO

Beard Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Horn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

NOTED
L. E. GEORGE

NOTED
DWAYNE HOFSTETTER

RECEIVED
MAR 1 1982
TRAFFIC ENGINEERING

81-125-1387

9414

L.

STATE OF OREGON
RAILROAD & UTILITIES 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: January 7, 1982

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF 1211
Crossing No. CK-701.1

Attached is a copy of Order No. 82-005 issued by the Public Utility Commissioner on January 5, 1982, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
C. O. Fredrickson (2) - Please give copy to Project Engineer
John Gunter
R. P. Hamilton
J. L. Sollis
Bob Judson

RECEIVED
STATE HWY ENGR
JAN 7 '82
REFER TO
FOR
Info | Invest | R/D | U R | Plan | Act | File

ORDER NO. 82-005

ENTERED January 5, 1982

PUC CROSSING NO. CK-701.1
DOT CROSSING NO. 759 205 T

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1211

In the Matter of the Application of the OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, on behalf of the CITY OF CORVALLIS for the authority, pursuant to ORS 763.030, to alter a grade crossing of NE Circle Blvd. and Southern Pacific Transportation Company, Toledo Branch, in Corvallis, Benton County, Oregon.	ORDER

On September 16, 1980, Oregon Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of NE Circle Boulevard, a street under the jurisdiction of the City of Corvallis, and the main track and right-of-way of Southern Pacific Transportation Company, Toledo Branch, in Corvallis, Benton County, Oregon.

Various parties made comments and recommendations on the application as follows: PUC staff by letters dated November 4, December 12, 1980, and August 27, 1981; Southern Pacific Transportation Company by letters dated June 12 and December 21, 1981; City of Corvallis by letters dated October 27, November 24, 1980, March 5, 6, April 6, June 19, 22, and September 10, 1981; and applicant by letters dated November 12, 1980; January 8, February 18, and August 31, 1981.

Applicant filed a revised application on June 22, 1981, (City of Corvallis cover letter dated June 19, 1981), substituting it for the original application and canceling all amendments filed prior to June 19, 1981. PUC staff by letter dated August 4, 1981, circulated a proposed order in this matter to all parties. All parties have provided their responses to the proposed order.

Copies of the application, amendments and responses thereto were duly served upon Southern Pacific Transportation Company, Benton County, City of Corvallis, Northwest Natural Gas Company, Pacific Northwest Bell Telephone Company, Pacific Power & Light Company and applicant. No objection by any party has been made to the granting of the application as amended.

Northeast Circle Boulevard is a paved arterial street, 30 feet in width, serving industrial, commercial and residential areas in north Corvallis. It is a major route between Highway 99W and US Highway 20. The crossing is located approximately 40 feet westerly of the existing "T" intersection of NE Seavy Avenue with NE Circle Boulevard. Seavy Avenue lies in a northeast-southwest orientation and parallels the Toledo Branch northerly of Circle Boulevard on the east side of the track. Currently, the average daily traffic volume on Seavy Avenue is approximately 1,500 vehicles.

Average daily traffic volume on NE Circle is currently 8,500 vehicles and is expected to increase. There have been six reported train-vehicle accidents at the crossing within the past five years. Three injuries resulted from these accidents.

Applicant proposes to widen the crossing to a width of 66 feet consisting, from north to south, of a 5-foot bike lane, two 11-foot westbound travel lanes, a 12-foot painted median which becomes a 10-foot wide left turn refuge lane with a 2-foot painted median east of the track, two 11-foot eastbound travel lanes, and a 5-foot bike lane. The street will be curbed. Sidewalks five feet in width will be located on each side of the street and will be routed behind the proposed signalization. The crossing will be protected with cantilevered flashing lights and automatic gate signals to replace the existing crossing protection consisting of crossbucks. The NE Seavy Avenue intersection is to be relocated to the east and will lie approximately 150 feet easterly of the crossing.

The City of Corvallis and Oregon Department of Transportation, Highway Division, are sharing the costs of the NE Circle Boulevard project. The terms are set forth in document No. 5557, entitled "Miscellaneous Contract and Agreements," dated February 4, 1976. Costs assigned to Oregon Department of Transportation, Highway Division, in this order are subject to this agreement.

The installation of automatic protective devices will provide improved warning to motorists and pedestrians of railroad movements.

Due consideration has been given to all representations in the application, amendments and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

The Commissioner finds that the signalization proposed herein is required by the public safety, convenience and general welfare, and that it is appropriate to authorize expenditure of funds from the Grade Crossing Protection Account as provided by ORS 763.270 in the amount agreed upon by the parties.

Based upon the amended application, files and field investigation of the Commissioner, it is found that the crossing should be altered as ordered below:

IT IS THEREFORE ORDERED that:

1. The authority to alter the crossing as requested herein is hereby granted.

2. Applicant (Oregon Department of Transportation, Highway Division) shall:

   a. Reconstruct that portion of the crossing lying outside lines drawn two feet outside each rail to accommodate a (7-inch vertical face) curbed roadway 66 feet in width, consisting from north to south of a 5-foot bike lane, two 11-foot westbound travel lanes, a 12-foot painted median which becomes a 10-foot wide left turn refuge lane with a 2-foot painted median easterly of the tracks, two 11-foot eastbound travel lanes, and a 5-foot bike lane, with 5-foot sidewalks on each side, and bear all the cost thereof;

   b. Bear all the cost of reconstructing that portion of the crossing lying between lines drawn two feet outside each rail which does not constitute renewal of the existing crossing surface;

   c. Bear five percent of the cost of furnishing and installing the automatic signalization and circuitry ordered herein;

   d. Furnish and install a stop clearance line on each travel approach lane on each side of the track at the crossing, at a point one foot in advance of each automatic gate signal, and bear all the cost thereof;

e. Furnish and install a standard advance warning sign, at an appropriate location, on each approach to the crossing; and bear all the cost thereof; and

f. Furnish and install advance warning pavement markings at appropriate locations on each travel lane on each approach to the crossing, and bear all the cost thereof.

3. City of Corvallis shall maintain that portion of the crossing lying outside lines drawn two feet outside each rail and shall maintain the advance warning signs, advance warning pavement markings and stop clearance lines ordered herein, and bear all the cost thereof.

4. Southern Pacific Transportation Company shall:

a. Reconstruct that portion of the crossing lying between lines drawn two feet outside each rail to accommodate a roadway 66 feet in width, with 5-foot sidewalks on each side, and bear the cost of that portion which constitutes renewal of the existing crossing surface;

b. Furnish and install two Commissioner's Standard No. 2B cantilevered flashing light signals equipped with gongs and two Commissioner's Standard No. 4 automatic gates at appropriate locations not less than 12 feet from centerline of the nearest track and not less than 37 feet 1 inch from the centerline of the roadway surface, said signals to be activated by constant warning time-type devices, and bear 20 percent of the cost thereof; and

c. Maintain the automatic signalization and circuitry ordered herein and maintain that portion of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof.

5. Each party shall notify Northwest Natural Gas Company at least 48 hours in advance of commencing any construction at the crossing.

6. Each party shall notify the Commissioner upon completion of its portion of the project.

7. Pursuant to ORS 763.270, the Grade Crossing Protection Account of the State of Oregon shall bear 75 percent of the cost of furnishing and installing the automatic signalization and circuitry ordered in paragraph 4.b. above.

8. Upon completion of the work ordered in paragraph 4.b. above, applicant, City of Corvallis or Southern Pacific Transportation Company, whichever advances the share of the cost apportioned to the Grade Crossing Protection Account, shall present its claim for reimbursement for the Commissioner's approval. Before completion of the work, applicant, City of Corvallis or Southern Pacific Transportation Company may submit progress claims for reimbursement, not to exceed 80 percent of the apportionment, for the cost of labor and other services provided to date of billing and for the cost of materials stockpiled at the project site or specifically purchased and delivered for use on the project. The best estimate of the cost of the protective devices ordered herein is $90,000.

Made, entered, and effective 1/5/82.

PUBLIC UTILITY COMMISSIONER OF OREGON

JOHN J. LOBDELL
Public Utility Commissioner

jlr:1005J

9414

STATE OF OREGON
RAILROAD & UTILITIES 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: January 4, 1982

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF 1210
Crossing No. F-690.7

RECEIVED
H.S.COULTER

Attached is a copy of Order No. 81-931 issued by the Public Utility Commissioner on December 29, 1981, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
C. T. Keasey
R. L. Schroeder
John Gunter - Note Item 2 b. Please advise me of malfunctions so that I can advise PUC.
C. O. Fredrickson (2) - Please give copy to Project Manager
R. P. Hamilton
J. L. Sollis
Bob Judson
L. E. George

RECEIVED
STATE HWY ENGR
JAN 5 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ORDER NO. 81-931

ENTERED December 29, 1981

PUC CROSSING NO. F-690.7
DOT CROSSING NO. 753 931 U

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1210

In the Matter of the Application of the OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, on behalf of the CITY OF CORVALLIS for the authority, pursuant to ORS 763.030, to alter a grade crossing of NE Circle Blvd. and Southern Pacific Transportation Company, West Side Branch, in Corvallis, Benton County, Oregon.	ORDER

On September 16, 1980, Oregon Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of NE Circle Boulevard, a street under the jurisdiction of the City of Corvallis, and the main track, spur track and right-of-way of Southern Pacific Transportation Company, West Side Branch, in Corvallis, Benton County, Oregon.

Various parties made comments and recommendations on the application, as follows: PUC staff by letters dated November 4, December 12, 1980, January 30, March 3, and August 27, 1981; City of Corvallis by letters dated November 25, 1980, March 5, 6, April 6, June 19, 22, August 12, and September 10, 1981; Southern Pacific Transportation Company by letters dated February 23, March 16, June 12, and December 21, 1981; and applicant by letters dated November 5, 1980, January 8, February 2, 18, and August 31, 1981.

Applicant filed a revised application on June 22, 1981 (City of Corvallis cover letter dated June 19, 1981), substituting it for the original application and cancelling all amendments filed prior to June 19, 1981. PUC staff, by letter dated July 28, 1981, circulated a proposed order in this matter to all parties. All parties have provided written responses to the proposed order.

Copies of the application, amendments and responses thereto were duly served upon Southern Pacific Transportation Company, Benton County, City of Corvallis, Northwest Natural

Gas Company, Pacific Northwest Bell Telephone Company, Pacific Power & Light Company and applicant. No objection by any party has been made to the granting of the application as amended.

NE Circle Boulevard is a paved arterial street, 38 feet in width, serving industrial, commercial and residential areas in north Corvallis. It is a major route between Highway 99W and US Highway 20. Average daily traffic volume on NE Circle Boulevard is currently 8,500 vehicles and is expected to increase. At the crossing, the track runs parallel to and is approximately 50 feet easterly of the eastern edge of Pacific Highway West (ORE 99W). The crossing is presently protected by flashing light and automatic gate signals. Traffic signals at the adjacent intersection of Highway 99W and NE Circle Boulevard are interconnected with the automatic protective devices at the crossing. A train preemption and clear-out phase are included in their operation cycle. An industrial spur track is located approximately 20 feet easterly of the main track, and its switch is located approximately 150 feet southerly of Circle Boulevard.

Applicant proposes to widen Circle Boulevard to 66 feet at the crossing consisting, from north to south, of a 5-foot bike lane, two 11-foot westbound travel lanes, a 10-foot left-turn lane, a 2-foot wide painted median, two 11-foot eastbound travel lanes, and a 5-foot bike lane. The street will be curbed. Sidewalks, five feet in width, will be located on each side of the street. Widening of the roadway will take place on the south side of the existing street which will cause the roadway centerline to be shifted to the south. It is further proposed to replace the existing flashing light signals with cantilevered flashing light signals. The existing automatic gate signals will be retained. The existing part-time "NO RIGHT TURN" restriction (PTR) signal, facing northbound Highway 99W traffic, and the part-time "STOP HERE ON RED" restriction signal facing westbound Circle Boulevard traffic will be relocated to accommodate the widened roadway. The "STOP HERE ON RED" signal east of the track on Circle Boulevard will be relocated in such a manner that it will not obstruct motorists' view of the automatic protective devices installed at the crossing. As part of the project, the spur track switch will be relocated to a point 400 feet northerly of Circle Boulevard, allowing the spur track to be removed from the crossing.

The City of Corvallis and Oregon Department of Transportation, Highway Division, are sharing the costs of the NE Circle Boulevard improvement project. The terms are set forth in Document No. 5557, entitled "Miscellaneous Contract and Agreements," dated February 4, 1976. Costs assigned to Oregon Department of Transportation, Highway Division, in this order are subject to this agreement.

The proposed installation of upgraded automatic protective devices will provide improved warning to motorists and pedestrians of railroad movements. Due consideration has been given to all representations in the application, amendments, and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

The Commissioner finds that the signalization proposed herein is required by the public safety, convenience, and general welfare and that it is appropriate to authorize expenditure of funds from the Grade Crossing Protection Account as provided by ORS 763.270 in the amount agreed upon by the parties.

Based upon the amended application, files, and field investigation of the Commissioner, it is found that the crossing should be altered as ordered below:

IT IS THEREFORE ORDERED that:

1. The authority to alter the crossing as requested herein is hereby granted.

2. In the event of a malfunction or deactivation of the railroad preemption feature of the traffic control system at the adjacent intersection of Pacific Highway West (ORE 99W) and NE Circle Boulevard, the following procedures will be implemented:

   a. The City of Corvallis Police Dispatcher shall, within 15 minutes of notification of the malfunction or deactivation, notify the Chief Dispatcher, Southern Pacific Transportation Company, located in Eugene, Oregon, of the problem; and

   b. Oregon Department of Transportation, Highway Division shall provide the Commissioner with written notice of each malfunction of deactivation of said traffic signals of 15 minutes duration or longer.

3. Applicant (Oregon Department of Transportation, Highway Division) shall:

   a. Reconstruct that portion of the crossing lying outside lines drawn two feet outside each rail to accommodate a curbed roadway 66 feet in width consisting, from north to south, of a 5-foot bike lane, two 11-foot

westbound travel lanes, a 10-foot left-turn lane, a 2-foot painted median, two 11-foot eastbound travel lanes, and a 5-foot bike lane with 5-foot sidewalks on each side, the curbing to have a vertical face not less than seven inches high, and bear all the cost thereof;

b. Bear all the cost of reconstructing that portion of the crossing lying between lines drawn two feet outside each rail from a width of 38 feet to 66 feet;

c. Modify the existing traffic signal interconnection installed at the intersection of Pacific Highway West (ORE 99W) and NE Circle Boulevard with the automatic protective devices at the crossing and continue to provide a train preemption phase in the operation cycle of the traffic signals in accordance with the "INTERCONNECTION PLAN" attached to Oregon Department of Transportation Map & Profile DRG No. 98-18-6, dated September, 1980;

d. Bear all the cost of furnishing and installing the automatic gate signals, circuitry, and interconnection between the automatic protective devices and the traffic signals at the adjacent intersection ordered herein;

e. Bear five percent of the cost of furnishing and installing the cantilevered flashing light signals ordered herein;

f. Bear all the cost of removing the spur track from the crossing area and relocating its switch to a point northerly of the crossing;

g. Furnish and install a stop clearance line on each travel approach lane on each side of the track at the crossing, at a point one foot in advance of each automatic gate signal, and bear all the cost thereof;

h. Furnish and install a standard advance warning sign, at an appropriate location, on the easterly approach to the crossing; and bear all the cost thereof;

i. Furnish and install advance warning pavement markings at appropriate locations on each

travel lane on the easterly approach to the crossing, and bear all the cost thereof;

j. Furnish and install a "DO NOT STOP ON TRACK" sign adjacent and to the right of the set of automatic protective devices in the northeast quadrant of the crossing and facing westbound traffic on Circle Boulevard, and bear all the cost thereof; and

k. Maintain the traffic signal interconnection, and bear all the cost thereof.

4. City of Corvallis shall maintain that portion of the crossing lying outside lines drawn two feet outside each rail and maintain the advance warning sign, advance warning pavement markings, stop clearance lines, "DO NOT STOP ON TRACK" sign and curbing ordered herein, and bear all the cost thereof.

5. Southern Pacific Transportation Company shall:

a. Reconstruct that portion of the crossing lying between lines drawn two feet outside each rail to accommodate a roadway 66 feet in width, with a 5-foot sidewalk on each side, and bear the cost of that portion which constitutes renewal of the existing crossing surface;

b. Subject to reimbursement as provided herein, remove the spur track from the crossing and relocate its switch to a point northerly of the crossing;

c. Furnish and install two Commissioner's Standard No. 2B cantilevered flashing light signals, equipped with gongs, and two Commissioner's Standard No. 4 automatic gate signals at appropriate locations, to be activated by constant warning time devices and to be located not less than 12 feet from the centerline of the track and not less than 37 feet 1 inch from the centerline of the roadway. In the lowered position the automatic gate arms will be perpendicular with the centerline of the roadway;

d. Bear 20 percent of the cost of furnishing and installing the cantilevered flashing light signals;

e. Subject to reimbursement as provided herein, provide appropriate circuitry in the railroad signal case for interconnection of the grade crossing protective devices ordered herein with the traffic signals installed at the adjacent intersection of Pacific Highway West (ORE 99W) and NE Circle Boulevard; and

f. Maintain the automatic signalization and circuitry ordered herein, maintain that portion of the interconnection circuitry inside the railroad signal case and maintain that portion of the crossing lying between lines drawn two feet outside each rail, and bear all the cost thereof.

6. Each party shall notify the Commissioner upon completion of its portion of the project.

7. Pursuant to ORS 763.270, the Grade Crossing Protection Account of the State of Oregon shall pay 75 percent of the cost of furnishing and installing the two Commissioner's Standard No. 2B cantilevered flashing light signals ordered in paragraph 5.c., above.

8. Upon completion of the work ordered in paragraph 5.c., above, Southern Pacific Transportation Company shall present its claim for reimbursement for the Commissioner's approval. Before completion of the work, Southern Pacific Transportation Company may submit progress claims for reimbursement, not to exceed 80 percent of the apportionment, for the cost of labor and other services provided to date of billing and for the cost of materials stockpiled at the project site or specifically purchased and delivered for use on the project. The best estimate of the cost of the protective devices ordered herein is $10,000.

Made, entered and effective 12/29/81.

PUBLIC UTILITY COMMISSIONER OF OREGON

JOHN J. DOBEL
Public Utility Commissioner

alm/1067N

9419.

L.

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

December 9, 1981

F I L E S

H. S. Coulter, P.E.
State Highway Engineer

Footpaths and Bicycle Trails
December 17, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 17, 1981 on the following projects:

1. Curry County Pavement Marking Project No. 2
   Various County Roads, Curry County
   Pavement Markers

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Springfield Downtown Transit Station
   5th and N. "B" Street, Lane County
   Buildings

   Same as No. 1.

3. N.W. Nicolai Street-W. Fremont Interchange
   Columbia River Highway, Multnomah County
   Building Demolition

   Same as No. 1.

4. N.W. 9th Street-S.P.R.R. (Corvallis)
   Circle Boulevard, Benton County
   Grading and Paving

   Six-foot sidewalks and five-foot bike lanes on each side of the street to be constructed for pedestrian and bicycle use.

5. 32nd Street-Crest Motel (Astoria)
   Columbia River Highway, Clatsop County
   Grading and Paving

   Four- to eight-foot bikeway on both sides throughout the project.
   Some five-foot sidewalk on the project.

6. Scappoose Creek Bridge
West Lane, Columbia County
Structure

Twenty-eight-foot roadway on structure. Twenty-four-foot roadway with three-foot gravel shoulders on approaches.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. South Pine Creek Bridge
Pine Creek Road, Harney County
Structure

Twenty-seven and one-half-foot roadway on structure and twenty-eight aggregate surfaced approaches.

Same as No. 6.

8. Westport Slough (Woodson) Bridge
County Road, Columbia County
Structure

Twenty-seven and one-half-foot roadway on structure and twenty-eight-foot roadway on approaches.

Same as No. 6.

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9414

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-7-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2110(4)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA Oregon Division Salem, Oregon	4. PROGRAM NO.	2A. COUNTY NAME
	5. ITEM NO. 10057	Benton

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
12-7-81	FAU 2110	City Street

RECEIVED
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DEC 15 '81
REFER TO
FOR
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10. GENERAL LOCATION:

NW. 9th STREET - SPRR (Corvallis) SECTION

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's November 30, 1981 letter, you are authorized to proceed with the actual adjustments for the City of Corvallis water facilities relocation. Reimbursement on an actual cost basis estimated to be $7,763; Federal Funds $6,845.

I approve the agreement with City of Corvallis Public Works Department.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12-7-81	E. W. Ulack	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9419

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-7-8

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: M-2110(4)

2. STATE PROJECT NO.: See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 10057

2A. COUNTY NAME: Benton

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 12-7-81

8. FEDERAL ROUTE NUMBER: FAU 2110

9. STATE ROUTE NUMBER: City Street

RECEIVED
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FOR
Info | Inves | R/D | D R | Sign | Act | File

10. GENERAL LOCATION:
NW. 9th STREET - SPRR (Corvallis) SECTION

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's November 30, 1981 letter, you are authorized to proceed with the actual adjustments for Pacific Power and Light Company's Aerial Power Line Relocation. Reimbursement will be on an actual cost basis estimated to be $4,546; Federal Funds $4,008.

I approve the agreement with Pacific Power and Light Company.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12-7-81	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9419

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-7-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

		1. FEDERAL-AID PROJECT NO. M-2110(4)
		2. STATE PROJECT NO. See below
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Benton
	5. ITEM NO. 10057	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
12/7/81	FAU 2110	City Street

10. GENERAL LOCATION:

NW 9th Street - SPRR (Corvallis) Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's 11/30/81 letter you are authorized to proceed with the actual adjustments of the City of Corvallis Fire Alarm Facility relocation. Reimbursement will be on an actual cost basis estimated to be $625 Federal Funds $551.

I approve the agreement with the City of Corvallis.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal aid Program Manual.

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STATE HWY ENGR
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14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/7/81	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

94F1

ROW 18-4

November 30, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Fire Alarm Facility Relocation
City of Corvallis
N. W. 9th St.-SPRR (Corvallis) Section
FAU 2110 (Circle Blvd.)
Benton County
Project No. M-2110(4)

RECEIVED
TECHNICAL SERVICES
DEC 2 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Appl | File

Here is a copy of an estimate of cost to adjust City of Corvallis fire alarm facilities dated November 20, 1981.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The City is responsible for the relocation of utilities. The City's Fire Department was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the relocation involves City owned facilities on City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the City's fire alarm facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $625.

JMC/DES/llr
Enclosure
cc: A. Gordon Wyatt
E. S. Hunter
Jack M. Cartwright
Don Bedford

GH19

ROW 18-4

November 30, 1981

RECEIVED
TECHNICAL SERVICES
DEC 2 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Water Facilities Relocation
City of Corvallis
N. W. 9th St.-SPRR (Corvallis) Section
FAU 2110 (Circle Blvd.)
Benton County
Project No. M-2110(4)

Here is a copy of an estimate of cost to adjust City of Corvallis water facilities dated September 1, 1981, and a sketch showing their proposed relocation.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The City is responsible for the relocation of utilities. The City's Water Department was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the relocation involves City owned facilities on City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's water facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $7,763.

JMC/DES/llr
Enc.
cc: A. Gordon Wyatt
E. S. Hunter
Jack M. Cartwright
Don Bedford

9419

RAW 18-4

November 30, 1981

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Aerial Power Line Relocation
Pacific Power & Light Company
N. W. 9th St.-SPRR (Corvallis) Section
FAU 2110 (Circle Blvd.)
Benton County
Project No. M-2110(4)

RECEIVED
TECHNICAL SERVICES
DEC 2 '81
REFER TO
FOR
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Here is a copy of an estimate of cost to adjust Pacific Power and Light Company's facilities dated October 7, 1981, and a sketch showing their proposed relocation.

A certification prepared by Don Bedford as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The City of Corvallis is responsible for arranging for the relocation of utilities. The Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required, by the City of Corvallis.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,546.

JMC/DES/llr
Enc.
cc: A. Gordon Wyatt
E. S. Hunter
J. M. Cartwright
Don Bedford

9419

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-23-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2110(4)		
2. STATE PROJECT NO. See below		
3. FROM: Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME: Benton
	5. ITEM NO. 10057	

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11-23-81	FAU 2110	City Street

10. GENERAL LOCATION:

N. W. 9th Street - SPRR (Corvallis) Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain, high type pavement, R.R.gates and traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Railroad Protective Services $17,000

Permanent and Temp. Pavement Striping - S.F. $ 6,300
Road side seeding & mulching S.F. $ 500
Bikeway striping & legend S.F. $ 700
On-the-job training $ 800

13. REMARKS

After concurrence in award, you are authorized to proceed with those items listed above as shown in your estimate.

Mr. Swan's November 20, 1981 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $876,195, Federal funds $772,615.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
DEC 9 '81
REFER TO
FOR
Info | Inves | R/D | C R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11-23-81	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9419

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

November 19, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10057
Project No. M-2110(4)
NW 9th St.-SPRR (Corvallis) Section
Benton County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on December 17, 1981.

A copy of the State Clearinghouse A-95 review was previously forwarded.

DRH:bkc
Attachments

cc: C.O. Fredrickson (Region 2)
General Files

Form 734-3122

9/19

Corvallis

TRA 7

STATE OF OREGON
Traffic - Highway

INTEROFFICE MEMO

TO: Don Stoudenmeyer
Engineering Design Supervisor

DATE: September 16, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Approved Sign Study Plan
9th Street - SPRR (Corvallis) Section
FAU 2110 (Circle Blvd.)
Benton County

Attached are two prints of the approved sign study plans for the above named project.

These plans should be included in the project scheduled for January 28, 1982.

L. E. George
Traffic Engineer

ELS:ds

cc with Attachments:

C. O. Fredrickson
H. C. Johnson
Don Shaffer

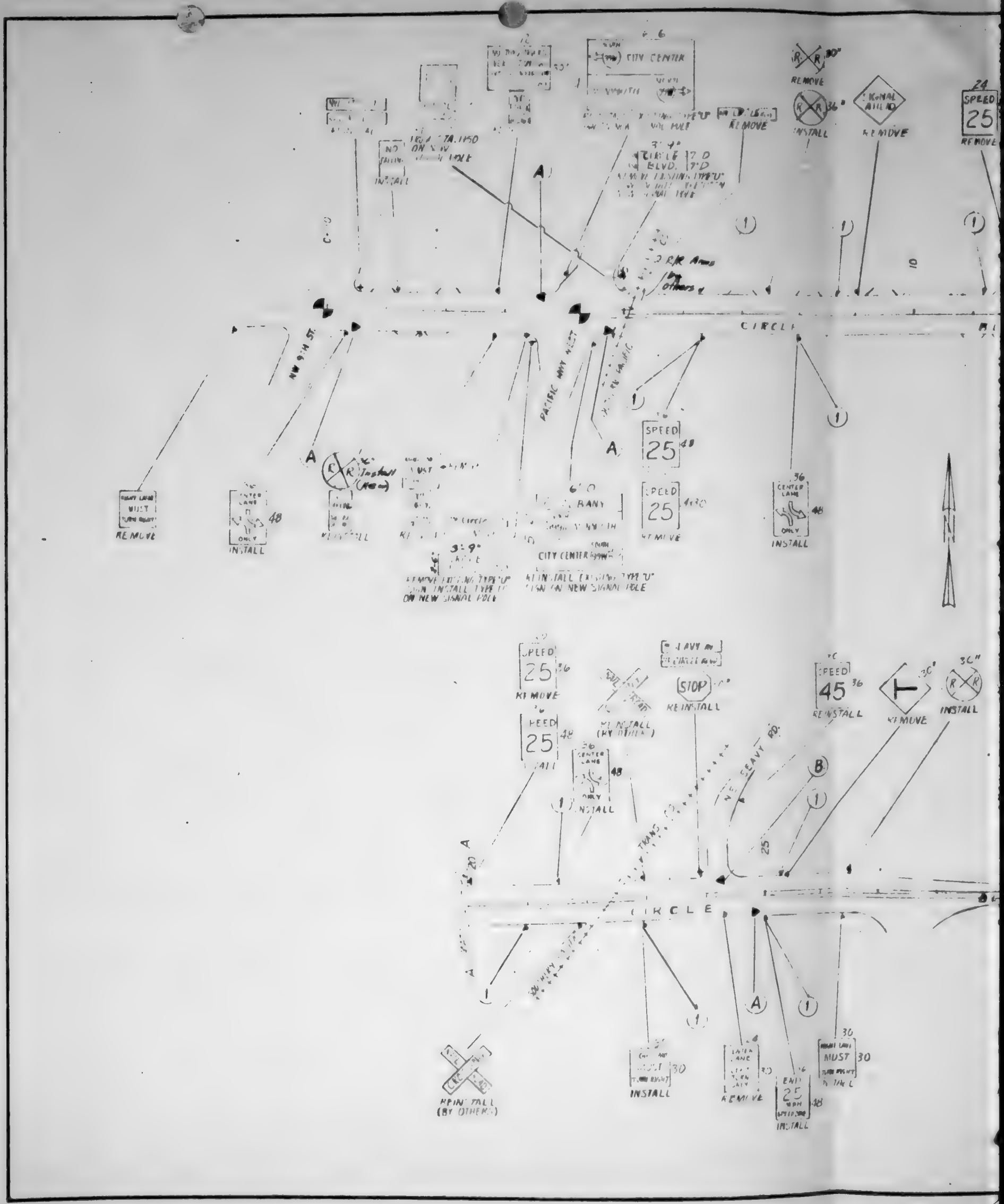
NOTED
W. G. BEARD

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 17 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ___/___/___
Action

1 plan kept by Sec'd


CITY CENTER
REMOVE
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SPEED 25
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PACIFIC HWY WEST
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NE SEAVY RD
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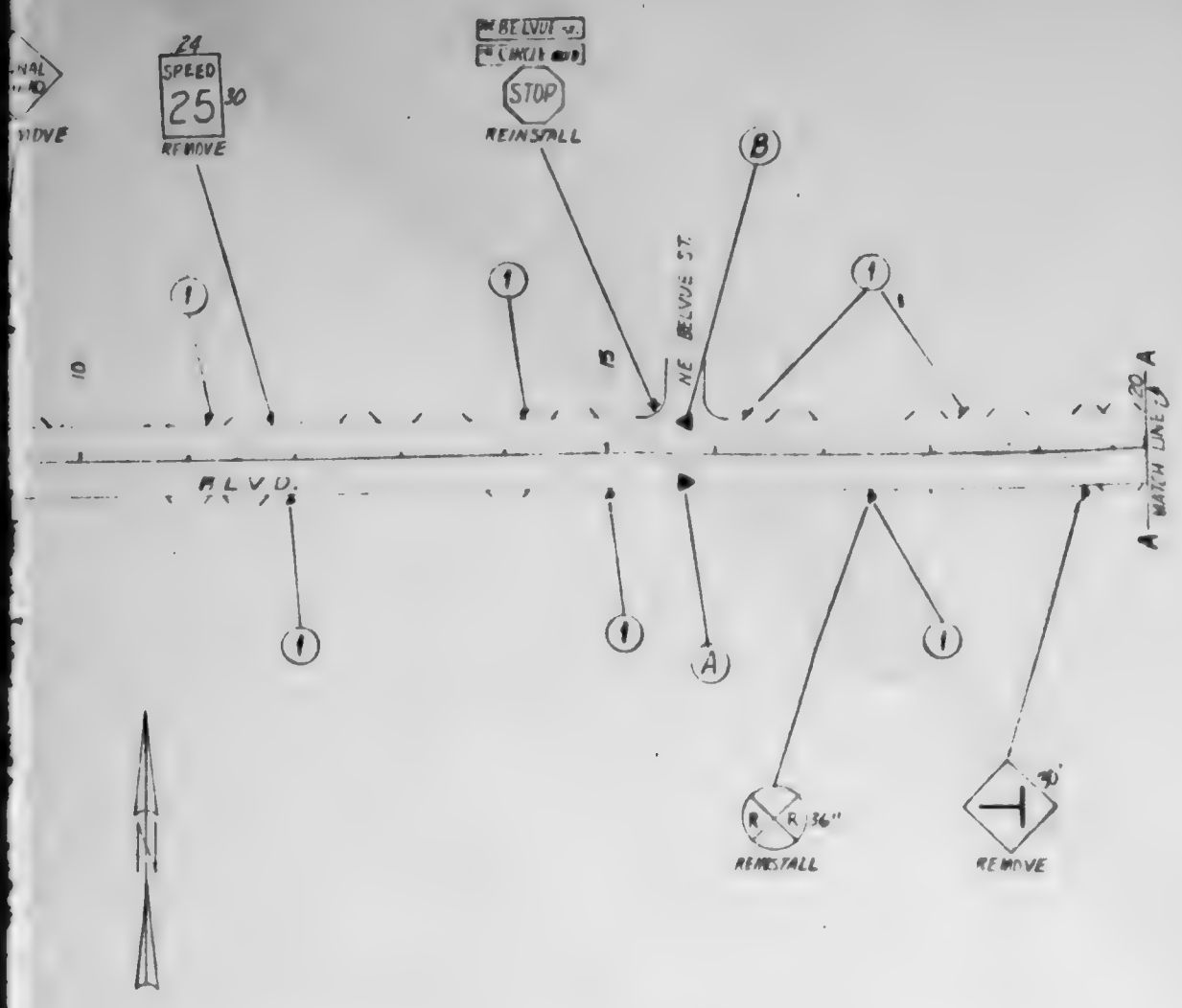

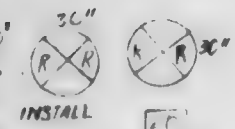

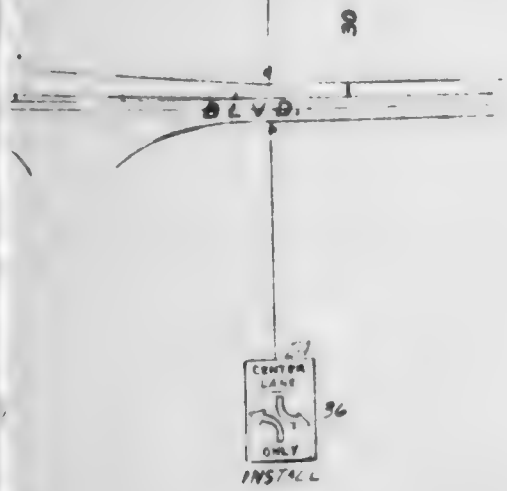

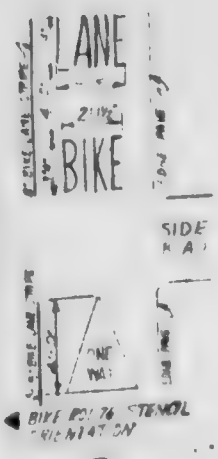

A. GORDON WYATT
CITY APPROVAL
7/6/81
DATE

SIGNALIZED INTERSECTION

SIGNING PROJECT

Action	Date	Signature	Title
Submitted	6-24-81		Traffic Control Engr.
Approved	6-25-81		Sign Engineer
•			Traffic Engineer
•	9/14/81		FHWA
Accepted			Bike Rte. Engr.

7417

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-2

August 31, 1981

Mr. Craig J. Reiley
Administrator
Rail Rate & Service Div.
Public Utilities Commission
Labor & Industries Building
Salem, OR 97310

SXF 1210 - Crossing No. F-690.70
SXF 1211 - Crossing No. CK-701.10

NOTED
H.S.COULTER

Dear Craig:

In the Matter of the Application of the Oregon Department of Transportation, Highway Division, on behalf of the City of Corvallis for the authority, pursuant to ORS 763.030, to alter a grade crossing of NE Circle Blvd. and Southern Pacific Transportation Company, West Side Branch (SXF 1210) and Toledo Branch (SXF 1211) in Corvallis, Benton County, Oregon.

The State of Oregon, by and through its Department of Transportation, Highway Division, has no objection to PUC staff comments dated August 27, 1981. The road is not under the jurisdiction of the Highway Division.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson

RECEIVED
STATE HWY ENGR
SEP 1 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9419

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S.COULTER

ROW 18-2

August 7, 1981

Craig Reiley
Administrator
Rail Rate & Service Division
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

SXF 1211
Crossing No. CK-701.10

Dear Craig:

In the Matter of the Application of the OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, on behalf of the CITY OF CORVALLIS for the authority, pursuant to ORS 763.030, to alter a grade crossing of NE Circle Blvd. and Southern Pacific Transportation Company, Toledo Branch, in Corvallis, Benton County, Oregon.

I have reviewed the proposed final order for alterations at the subject grade crossing and have no objection to finalization of that order.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/llr
cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson

RECEIVED
STATE HWY ENGR
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REFER TO
FOR
Info | Inves | R/O | D/R | Sign | Act | File

Form 81-731-0027 (9-77)

9419

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-2

August 4, 1981

Mr. Craig Reiley
Administrator
Rail Rate & Service Div.
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

SXF 1210
Crossing No. R-690.70

NOTED
H.S. COULTER

Dear Craig:

In the Matter of the Application fo the OREGON DEPT. OF TRANSPORTATION, HIGHWAY DIVISION, on behalf of the CITY OF CORVALLIS for the authority, pursuant to ORS 763.030, to alter a grade crossing of NE Circle Blvd. and Southern Pacific Transportation Co., West Side Branch, in Corvallis, Benton County, Oregon.

I have reviewed the proposed final order for alterations at the subject grade crossing and have no objection to finalization of that order.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson

RECEIVED
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

rm 81-731-0027 (9-77)

9419

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-1-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-2110(2)		
2. STATE PROJECT NO. See below		
3. FROM: Dale E. Wilken, Division Administrator, FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME: Benton
	5. ITEM NO. M-78	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/1/81	FAU 2110	City Street

10. GENERAL LOCATION:

Ninth Street - SPRR X'ing (Corvallis)

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 5/20/81 I approve the revised Preliminary Engineering Costs to a TEC of $73,500 Federal Funds $57,464.

(Increase TEC $17,300 Federal Funds $13,526)

RECEIVED.
STATE HWY ENGR
JUN 4'81
REFER TO Mollring
FOR

Info	Invest.	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/1/81		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

April 22, 1981

DES 16-1

Mr. A. Gordon Wyatt
Principle Engineer
Public Works Department
Corvallis City Hall
501 S.W. Madison Avenue
Corvallis, OR 97330

Dear Mr. Wyatt:

N.E. Circle Boulevard (Corvallis)
FAU 2110
Benton County

This is to acknowledge the receipt of sepia transparencies, two sets of prints of the plan and profile, and a set of specifications for a sanitary sewer that you requested to be included with the N.W. 9th-S.P.R.R. (Corvallis) Section.

Very truly yours,

J. H. Versteeg
Road Design Engineer

bc Phil Lewellyn
N. E. Mann

NEM:ja

City of Corvallis
INCORPORATED JANUARY 1857

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT / ENGINEERING DIVISION (503) 757-6941

April 20, 1981

J. H. Versteeg, Road Design Engineer
Oregon Highway Division
200 Transportation Building
Salem, Oregon 97330

N.E. CIRCLE BOULEVARD, FAU 2110 (74-589)

Don S. holding for other Consultant to come in

Forwarded herewith are sepia transparencies and two sets of prints of the plans and profile for a sanitary sewer that should be constructed prior to or along with the Circle Boulevard FAU Street Project. The City had intended to have this sewer in place prior to the start of the street construction; however, when we opened Bids on March 10, 1981, we found that the bids were going to be substantially higher than anticipated. Several of the Bidders indicated that the costs were high because of the traffic control requirements and suggested that they thought it might be appropriate to include this work with the street reconstruction project.

We hereby request that this sewer be included with the N.W. 9th Street - S.P.R.R. (Corvallis) Section, FAU 2110 (Circle Boulevard) project. We understand that this is a non-participating FHWA and State cost project and that all costs will be at the City's expense. Prior to the Award of a Contract the City would provide the appropriate advance of funds.

Please contact me if you have any questions in this regard.

A. GORDON WYATT
PRINCIPAL ENGINEER

cb

enclosure

9419

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
ROW 18-2

February 6, 1981

Ms. D. Leigh Davis
Transportation Specialist
Rail Rate & Service Division
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

SXF: 1210
Crossing No: F-690.70

NOTED
H.S. COULTER

Dear Leigh:

In the Matter of the Application of the OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, on behalf of the CITY OF CORVALLIS for the authority, pursuant to ORS 763.030, to alter a grade crossing of NE Circle Blvd. and Southern Pacific Transportation Company, West Side Branch, in Corvallis, Benton County, Oregon.

I have no objection to the implementation of the two proposals which you made in your January 30, 1981 letter. These proposals dealt with modifying and utilizing existing grade crossing predictor and with deleting the cantilevered flashing light signal on the west side of the crossing.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/llr
cc: H. S. Coulter
C. T. Keasey
C. O. Fredrickson

RECEIVED
STATE HWY ENGR
FEB 6 '81
REFER TO
FOR
Dept. Act File

Form 734-3122

Corvallis

ROW 18-2

November 21, 1980

Mr. R. A. Engelbert
Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209

NW Ninth Street-SPRR (Corvallis) Sec.
Circle Blvd.
Benton County
R/W File No. 51568

ATTENTION: R. L. Johnston

Dear Dick:

You have been previously sent encroachment maps and descriptions for the permanent easements we desire for the subject project. I called you earlier this week on the phone to advise you that we were changing the descriptions to allow the sidewalks to go around the outside of the railroad protective devices. Attached you will find four copies of a new encroachment map and four copies of the descriptions. The easements should be made out to the City of Corvallis. This project is currently scheduled for this coming summer.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
Attach.

bc: D. O. Christensen
J. B. Boyd
C. O. Fredrickson - w/2 copies of map and 1 copy of descr.
Jim Dixon - w/2 copies of map and 1 copy of descr.
Adele Egan - w/1 copy of map and 1 copy of descr.
Doug Luth - w/1 copy of map and 1 copy of descr.

REFERRED TO

Beard Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen DC
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Wakerlig

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ROAD DESIGN SECTION

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9416

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-17-80

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 2110(3)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 10057

COUNTY NAME: Benton

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

11-21 orig

RECEIVED
STATE HWY ENG
NOV 21 '80
REFER TO
Maehring
FOR
Info | Insp | R/D | Dsn | Sgn | ... | ...

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 11/17/80

FEDERAL ROUTE NUMBER: FAU 2110

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

NW 9th Street - SPRR (Corvallis) Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☒ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/6/80 I approve the relocation plan dated 10/29/80 for the subject project and you are now authorized to proceed with all phases of right of way acquisition for files 51552 through 51557 and 51568 as shown on R/W Map 10C-51-14 at a TEC of $141,100 Federal Funds $124,378.

Last resort housing is approved for file 51556.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11/17/80	G. K. Swanson	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-488

9419

4.

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 14, 1980

DES 16-1

Mr. Roland Baxter
City Engineer
City of Corvallis
502 S.W. Madison Avenue
Corvallis, OR 97330

NOTED:
E. S HUNTER

Attn. Mr. A. Gordon Wyatt
Principal Engineer

Dear Sir:

N.W. Kings Blvd.-Highland Drive
Walnut Blvd., FAU 2120
N.W. 9th Street-SPRR
Circle Blvd., FAU 2110
Benton County

Attached is an itemized breakdown on each project, showing the costs involved. The estimated costs for these projects have increased substantially because of the following major factors:

1. Revisions by the City of Corvallis to roadway typical sections to provide for on-street bikeways and the westerly extension of Walnut Boulevard.

2. Original field estimates for surfacing quantities on the Walnut Boulevard project were in error and a major increase in the costs for traffic signals and railroad crossings on the Circle Boulevard project were found.

3. Inflation. Liquid asphalt, including freight, has increased 92.2% from April 1979 to July 1980 and is projected to increase an additional 8.6% by July 1981, for a total increase of 109%.

The following summarizes the reasons for the increased costs on each project:

RECEIVED
TECHNICAL SERVICES
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FOR
Info | Invest | R/D | D/R | Sign | Act | File

CIRCLE BOULEVARD (FAU 2110)

ITEM	COST	% INCREASE
1. Widening of Circle Blvd. to 70 feet from 64 feet to provide for on-street bikeways. This also increased the width of the proposed monolithic curb and gutter to 4 1/2 feet from 2 feet.	$ 63,111	7%
2. Traffic and railroad signals and railroad crossing (original field estimate in error).	$284,000	32%
3. Inflation increases. From April 1979 to August 1981 (proposed construction date) liquid asphalt cost has increased approximately 109%. Please note the proposed alternate base designs.	$ 30,180	3%
4. Other incidental increases: Storm sewer and earthwork. Also, this cost reflects mobilization, temporary protection and direction of traffic and engineering and contingencies increases in all of the above Item costs.	$136,031	16%
TOTAL INCREASE	$513,322	58%

WALNUT BOULEVARD (FAU 2120)

ITEM	COST	% INCREASE
1. Westerly extension of Walnut Blvd. to the 25th Street intersection to accommodate the City's future construction. This extension required widening of the existing 44-foot wide street to a 58-foot width and the addition of sidewalks along both sides.	$101,300	15%
2. Widening of Walnut Blvd. to 70 feet from 64 feet to provide for on-street bikeways between N.W. Kings Blvd. and Highland Dr. This also increased the width of the proposed monolithic curb and gutter to 4 1/2 feet from 2 feet.	$104,550	15%

Walnut Blvd. (FAU 2120) - continued

ITEM	COST	% INCREASE
3. Inflation increases. From April 1979 to August 1981 (proposed construction date) liquid asphalt cost has increased approximately 109%. Please note the proposed alternate base designs. Also, the original field estimate was in error.	$276,750	41%
4. Other incidental increases: The addition of a traffic signal at the intersection of Walnut Blvd. with Highland Dr., earthwork and addition of permanent signing and striping. Also, this cost reflects mobilization, temporary protection and direction of traffic, and engineering and contingencies increases in all of the above Item costs.	$197,643	28.6%
TOTAL INCREASE	$680,243	99.6%

These projects are presently scheduled for the third calendar quarter of the 1981 contract letting.

If you have any questions regarding these cost estimates, please contact me.

Very truly yours,
ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

bc E. S. Hunter
C. O. Fredrickson w/attachment
Dorland Swan "
Jack Sullivan
W. E. Cole

WEC:ab/ja

9419

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6

November 6, 1980

G. L. Green, Division Administrator
Federal Highway Administration

D. E. Swan
Operation Programming Engineer

Project Data Submission
Item No. 10057
Project No. M-2110(3)
N.W. 9th St.-SPRR (Corvallis) Section
Benton County

Enclosed is data consisting of PR-1 forms, sketch maps, right-of-way map 10C-51-14 and a relocation plan dated October 29, 1980.

I request the following:

1) Approval of the enclosed relocation plan on the project.
2) Authorization to proceed with the actual acquisition of right-of-way all phases, including relocation assistance and last resort housing at an estimated total cost of $141,100 with an obligation of $124,378 in federal funds. The right of way to be acquired is as outlined in red on right-of-way map 10C-51-14.

Within a reasonable period of time prior to displacement a comparable replacement dwelling will be available or provided for the displaced family who are initial occupants or adequate replacement dwellings will be available or provided for displaced individuals or families who are subsequent occupants for each displaced person on this project. This assurance is based on the enclosed relocation plan. Relocation assistance will be provided from the Region 2 Right of Way Office at 2960 State St. in Salem.

Our state relocation program is realistic and is adequate

Form 734-3122

to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bke
Enc.

cc: J. Boyd
F. Lowe
G. Zehner
General Files

Corvallis

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH

In Reply Refer to File No.: ROW 18-2

October 8, 1980

Mr. R. A. Engelbert
Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

N.W. 9th Street-SPRR
(Corvallis) Section
Benton County
Crossing No. CK-701.10
F-690.70

Attn: R. L. Johnston

Dear Dick:

Nearly a month ago I filed applications with PUC relating to a construction project on Circle Blvd. in the City of Corvallis. I hope that you will be served with these applications soon. When you do receive the applications, I wish that you would begin preparation of the estimates necessary for assembling a service contract. Both crossings are to be widened and the automatic protective devices will be installed to accommodate the new width.

The City of Corvallis has requested that we include as a part of the project the installation of rubberized crossings at both locations. They have requested Goodyear or equal. I wish you would include this in your estimates.

We will undoubtedly need larger easements from the Railroad. As soon as I receive encroachment maps and descriptions I will forward them to you.

This project is currently scheduled for the summer of 1981.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

REFERRED TO
Beard — Steudenmeyer
1 Cole W.E.C. — Swan
Eriksen — Watson
Hagar 2 Dorn — Lee
Return Discuss Do File Copy Date
FINAL DESIGN ENGINEER

RDT/llr

bc: C.O. Fredrickson
D.E. Swan
D.O. Christensen
Phil Stearns

Versteeg
1 Anderson
Christensen
Olson
Sullivan
Terpin
Trout
2 Wakeman

RECEIVED
OCT 0 9 1980
ROAD DESIGN SECTION

Do Not File
Return To
Initial
Action

Form 734-3122

9419

4

STATE OF OREGON

AGR
INTEROFFICE MEMO

TO: Jim Dixon
Region 2 R/W Supervisor
Attn: Perry Crosley

DATE: September 16, 1980

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Services Agreement 167
NW 9th St.-S.P.R.R.
NE Circle Blvd.
City of Corvallis

MISC. CONTRACTS and
AGREEMENTS No. 5557

An original to be given to the City and a copy for your files of the subject agreement are attached.

Will the project be programmed?

AE
mp
Attach.

cc: C. O. Fredrickson, w/c
Local Gov't Programs, w/c
Comm. Serv., w/orig.
Finance, w/c
Title, w/c
Description, w/c

Contains
Recycled
Materials

9419

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. ROW 18-2

September 12, 1980

Mr. Craig Reiley
Administrator
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

Dear Craig:

Enclosed are the original and ten copies of two applications relating to a construction project on Circle Blvd. in the City of Corvallis.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
Enc.

cc: H. S. Coulter w/attach.
C. O. Fredrickson w/attach.
C. T. Keasey w/attach.
D. E. Swan w/attach.
Jack Sollis w/attach.

RECEIVED
STATE HWY ENGR
SEP 16 '80
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

PUC Docket No. SXF _____

PUC Crossing No. CK-701.10

DOT-AAR Crossing No. 759 205T

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of Oregon Department of Transportation, (name of applicant)

Highway Division in behalf of the City of Corvallis

for the authority, pursuant to ORS 763. 030 (020/030/040), to

alter (construct/alter/change protection at/relocate/close) a grade (grade/separated) crossing

of NE Circle Blvd. (name of street or highway)

and Southern Pacific Transportation Company (name of railroad company)

Toledo Branch (name of railroad main or branch line or other trackage)

in (in/near) Corvallis (name of city/town/rail station), Benton (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

[ ] State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $_____

[X] Federal-Aid Highway System funds.*
FEDERAL AID URBAN FUNDS

[ ] Other Federal Funds.*

[ ] None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

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Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) X Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing.

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) _____ Other (please specify)_____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
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or--	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Dept. of Transportation, Highway Division in behalf

   Address: of the City of Corvallis

Name of Applicant's Contact Person and Telephone No. Roger D. Trygstad 378-6511

2. Statutory authority under which this application is made: ORS 763. 030
   020/030/040

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

   a. Railroad milepost 701.10

   b. City Corvallis

   c. Nearest railroad station Corvallis

   d. County Benton

   e. The proposed project is to be in the NW 1/4 of the NW 1/4 of Section 25, Township 11 South, Range 5 West, W. M.

4. a. Name of public highway involved in this project:

   NE Circle Blvd.

   b. Name of public authority with jurisdiction over this highway:

   City of Corvallis

5. Name of railroad involved in this project: Southern Pacific Transportation Company

   Toledo Branch
   (include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

   a. City of Corvallis

   b. Benton County

   c. Northwest Natural Gas Co. - 123 NW Flanders St. - Portland, OR 97209

   d. Pacific Northwest Bell Telephone Co. - Oregon Plaza, 825 NE 20th-Rm. 301 - Ptld. 97232

   e. Pacific Power & Light Co. - 920 SW Sixth Ave. - Portland, OR 97204

   f. Southern Pacific Transportation Co.
   Oregon Department of Transportation, Highway Division

   Have you served each of these parties with a copy of this application? NO
   (yes/no)

   If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in d[illegible]l (including any street widening, cur[illegible], guardrail, realignment, etc.):

Widen existing crossing to four travel lanes, two bikeways, two sidewalks and a 14-foot median. Remove existing flashing lights & gates. Install cantilevered lights and gates.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? YES (yes/no)

b. If yes, why? Improve the safety and convenience of the motoring public.

9. Is the crossing involved (to be) a separated crossing? NO (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? NO (yes/no)

If no, why not? Not economical at this time.

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

The existing alignment will not change. The alignment is tangent each side of the crossing.

(2) *Width--The highway is 28 feet wide at the crossing at present; after completion of the project, it will be 70 feet wide at the crossing; consisting (from N (N or E) to S (S or W)) of:

At present--		After completion--	
Shoulder** of	4 feet	Shoulder of	6 feet
1 lane(s) at	10 ft. ea.	2 lane(s) at	11 ft. ea.
Median of	0 feet	Median of	14 feet
1 lane(s) at	10 ft. ea.	2 lane(s) at	11 ft. ea.
Shoulder of	4 feet	Shoulder of	6 feet

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface—	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):		
Type of surface of traveled way:		
on approaches	AC	Asphaltic Concrete
at crossing	AC	Rubber
Type of surface on shoulders;	Gravel	Portland Cement
Condition of surface:		
on approaches	Good	New
at crossing	Good	New
Is highway curbed on the approaches?	no	Yes
Is there one or more sidewalks at this crossing?	no	Yes

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

A 6-foot sidewalk located on either side of the crossing.

(4) Gradient, going toward crossing on--	At present:	After completion:
E (N or E) approach	+ .34 %	+ .34 %
W (S or W) approach	+ .71 %	+ .71 %

(5) Nearest public roadway intersection on each approach--

(a) E (N or E) approach: 180 ft; ADT _____

(b) W (S or W) approach: 800 ft; ADT _____

Name of road or highway:

(a) NE Seavy Ave.

(b) Belvue St.

Public authority with jurisdiction over road or highway:

(a) City of Corvallis

(b) City of Corvallis

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) NO (yes/no); (b) NO (yes/no).

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

2 Crossbucks, 3 Advance Warning Signs, 2 Pavement Markers (Crossbucks to be removed).

b. Are all the devices to remain up to current standards? Yes

b. The Railroad

	At present:	After completion:
(1) Number of tracks--	1	1

Name of each track from _____ (N or E) to _____ (S or W):

Toledo Branch, Main Line

(2) Angle of intersection-- 53 ° 51 °

If more than one track-highway angle exists, please give details below, track by track:

(3) Alignment--Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

Straight for 500 feet both before and after the project.

11.b. (Continued)

	At present:	Expected after completion:
(4) Nearest switch--		
N (N or E) of crossing:	none ft.	n/a ft.
S (S or W) of crossing:	none ft.	n/a ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume--

At present: 3,600 ; After completion 4,000 ;

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion
At SSD* from crossing on E (N or E) approach:	25 mph	25 mph
on W (S or W) approach:	25 mph	25 mph
At crossing:	25 mph	25 mph
Posted speed limit on approaches:	25 mph	25 mph
(3) Direction of traffic flow:	E & W (N & S, etc.)	E & W

b. The Railroad

(1) Train movements-- (avg. per day)

	At present:	Expected after completion:
Freight trains:	10	10
Switching movements:	0	0
Passenger trains:	0	0

(2) Speed of trains--

	At present:	Expected after completion:
Maximum allowable:	40 mph	40 mph
Typical:	40 mph	40 mph
Slowest Normal:	20 mph	20 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
E (N or E) approach:	1,000 ft. to right; 1,000 ft. to left
W (S or W) approach:	1,000 ft. to right; 1,000 ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . .

The motor vehicle operator can see along the railroad . . .

E (N or E) approach: 690 ft. to right; 1,000 ft. to left

W (S or W) approach: 1,000 ft. to right; 105 ft. to left

If these sight distances will be changed on completion of the project, please explain below:

NO

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft.	45 mph	306 ft.		

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

NO (yes/no) If yes, please explain by what and at what point it will be obstructed:

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? NO (yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

No parking in this area.

Cantilevered lights will be installed.

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
* Standard No. 4, automatic gate signal
Activated advance warning sign with message "PREPARE TO STOP WHEN LIGHTS FLASH."
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
** Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guardrail (urban or rural)
Non-mountable curb
Traffic signals at crossing
** Traffic signals at adjacent intersection

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.
** Please furnish description of traffic signal operation, including a signal operation matrix upon train preemption.

a. Protection type: Standard No. 2B & 4

Number of such devices: 2 ; To be located as follows: Each side of crossing.

(1) Who will perform the installation: Southern Pacific Transportation Co.

(2) Estimated cost of installation: $ 80,000 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Department of Transportation	94
City of Corvallis	6

(4) Who will maintain these devices? Southern Pacific Transportation Co.

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Southern Pacific Transportation Co.	100

*** Include cost of furnishing the protective devices(s).

14. (Continued)

b. Protection type: A ance Warning Signs & Pavement M kings

Number of such devices 3 ; To be located as follows: Each side of crossing and on Seavy Ave.

(1) Who will perform the installation? ODOT by contract.

(2) Estimated cost of installation: $ 1,000

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon Dept. of Transportation	94
City of Corvallis	6

(4) Who will maintain these devices? City of Corvallis

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
City of Corvallis	100

c. Protection type: Non-mountable curbs.

Number of such devices: 2 ; To be located as follows: Each side of road.

(1) Who will perform the installation? ODOT by contract.

(2) Estimated cost of installation: $ Part of contract.

(3) Who will pay for said installation?

Name of Party	Percent of Cost
ODOT	94
City of Corvallis	6

(4) Who will maintain these devices? City of Corvallis

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
City of Corvallis	100

NOTE: Add 14d, e, etc., on separate sheet, if needed.

If Commissioner's Standard No. 2, 2B or 4 Signals are to be installed, describe how motorist will be protected from striking these signals. RURAL TYPE GUARDRAIL, MODIFIED RURAL TYPE GUARDRAIL (describe modification), URBAN TYPE GUARDRAIL OR NON-MOUNTABLE CURBING.

15. Protection at signal: _____

Number of such devices: _____; To be located as follows: _____

_____

_____

(1) Who will perform the installation? _____

(2) Estimated cost of installation: $_____

(3) Who will pay for said installation?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

(4) Who will maintain these devices? _____

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

16. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co.

Estimated cost of this portion: $ 50,000

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: ODOT by contract.

17. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

ODOT 94% - City of Corvallis 6%

b. Remainder of crossing area: ODOT 94% - City of Corvallis 6%

18. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co.

b. Remainder of crossing area: City of Corvallis

19. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside there...

Southern Pacific Transportation Company

b. Remainder of crossing area: City of Corvallis

20. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track of the crossing should be covered in the answer. Example: Main track--constant warning time device (predictors); Siding track—motion sensing type equipment; Spur tracks--island circuits.)

Grade Crossing Predictors.

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

Yes (yes/no) If so, describe the obstacles, identify the owner and make the owner a party in interest in this matter.

Pacific Northwest Bell Telephone Co.

Pacific Power & Light Co.

SECTION V. -- (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain: _____

If no, explain why not: All existing crossings are necessary to the motoring public.

42. Other items of construction and cost distribution:

* * * \

I, H. S. Counts, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

H S Counts

STATE OF OREGON)
) ss.
County of)

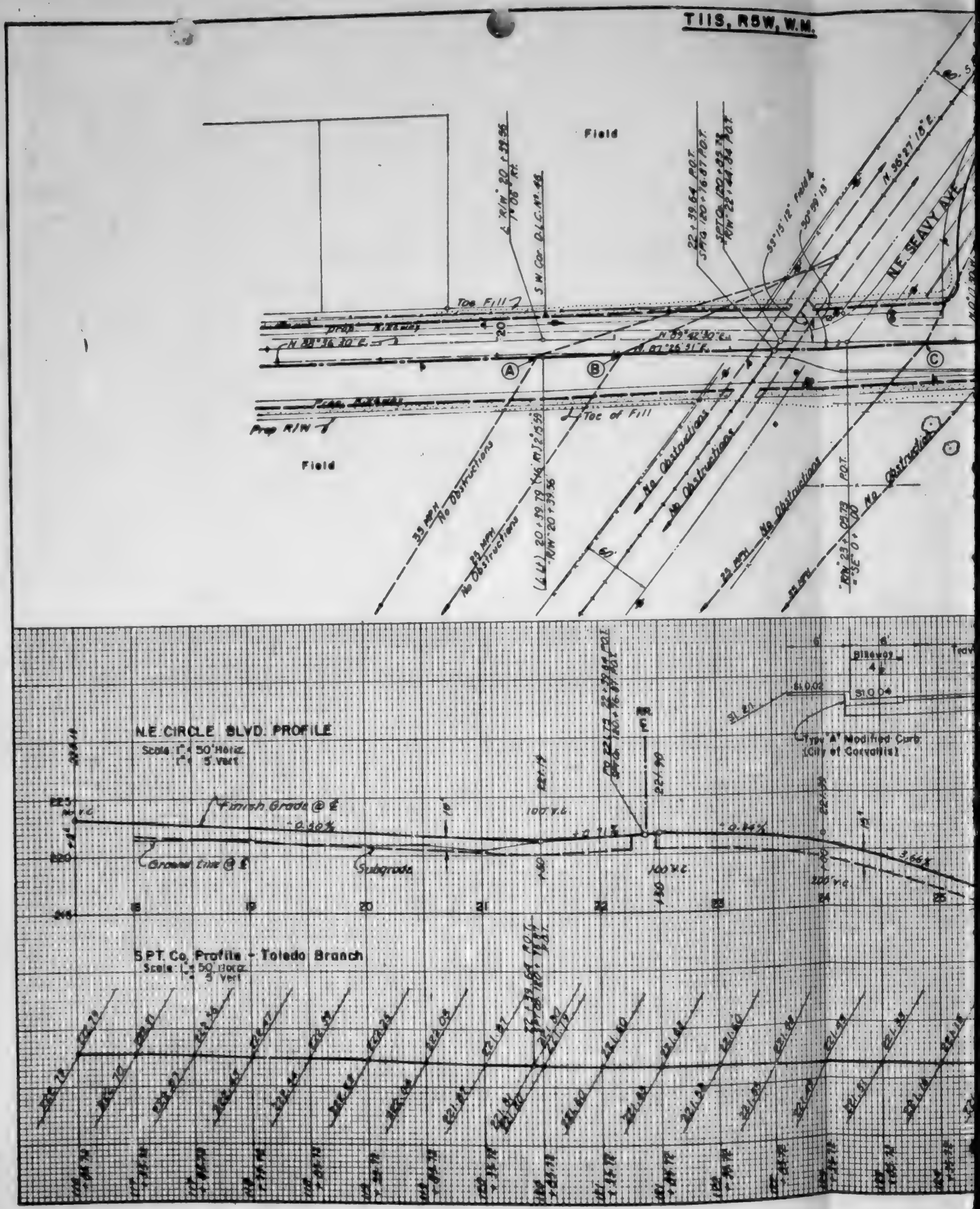
Subscribed and sworn to before me this 11th day of September, 19 80.

James L Sells
(Notary Public for Oregon)

My Commission Expires: 12-18-82

PUC Form 202 (30) 1-80

T11S, R5W, W.M.


Field
Toe Fill
S.W. Cor. D.L.C. No. 46
N. 36° 27' 15" E.
NE. SEAVY AVE.
N 89° 42' 30" E.
N 89° 26' 31" E.
Toe of Fill
Prop R/W
Field
35 MPH No Obstructions
No Obstructions
No Obstructions
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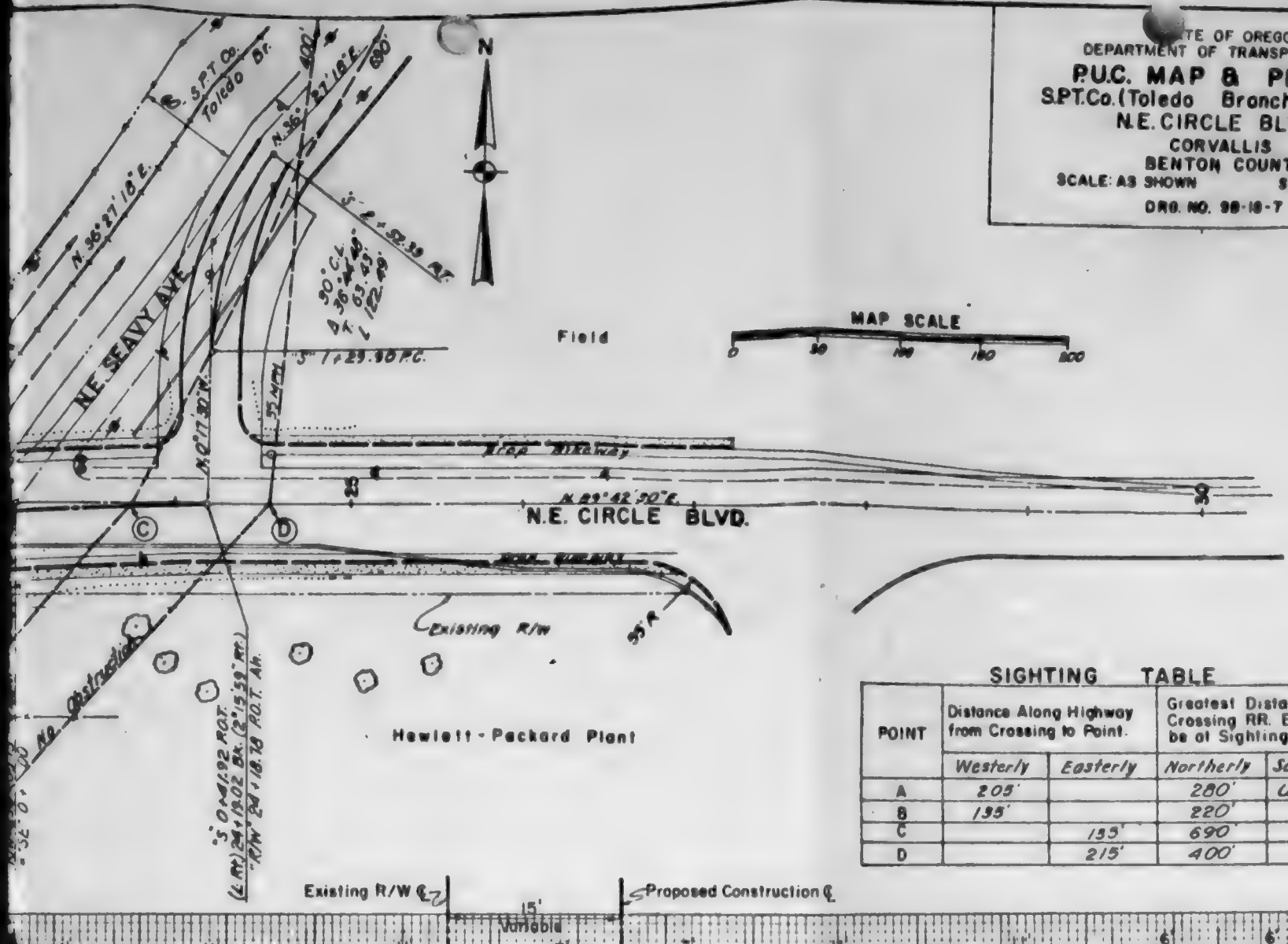
No Obstructions
No Obstructions
Typ "A" Modified Curb (City of Corvallis)
N.E. CIRCLE BLVD. PROFILE
Scale: 1" = 50' Horiz.
1" = 5' Vert
Finish Grade @ ℄
Gravel Line @ ℄
Subgrade
100' V.C.
S.P.T. Co. Profile - Toledo Branch
Scale: 1" = 50' Horiz.
1" = 5' Vert

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

P.U.C. MAP & PROFILE

S.P.T.Co. (Toledo Branch) X-ING at
N.E. CIRCLE BLVD.
CORVALLIS
BENTON COUNTY
SCALE: AS SHOWN SEPTEMBER, 1980
DRG. NO. 98-18-7



SIGHTING TABLE

POINT	Distance Along Highway from Crossing to Point.		Greatest Distance from Crossing RR. Engine can be at Sighting.	
	Westerly	Easterly	Northerly	Southerly
A	205'		280'	Unlimited
B	195'		220'	"
C		135'	690'	"
D		215'	400'	"

T-81-88 (Toledo Br.) SPT Co. RR X-ING at CIRCLE BLVD., CORVALLIS

PUC Docket No. SXF _____

PUC Crossing No. F-690.70

DOT-AAR Crossing No. 753 931U

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of Oregon Department of Transportation- Highway Division in behalf of the City of Corvallis (name of applicant)

for the authority, pursuant to ORS 763. 030 (020/030/040), to Alter (construct/alter/change protection at/relocate/close) a grade (grade/separated) crossing

of NE Circle Blvd. (name of street or highway)

and Southern Pacific Transportation Company (name of railroad company)

West Side Branch (name of railroad main or branch line or other trackage)

in (in/near) Corvallis (name of city/town/rail station), Benton (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

[ ] State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $_____

[X] Federal-Aid Highway System funds.*
Federal Aid Urban Funds

[ ] Other Federal Funds.*

[ ] None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

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Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

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Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) _X_ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing.

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

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(14) _____ Other (please specify)_____

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Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or--	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: ODOT, Highway Division in behalf of the City of Corvallis.

Address: _____

Name of Applicant's Contact Person and Telephone No. Roger D. Trygstad 378-6511

2. Statutory authority under which this application is made: ORS 763. 030 (020/030/040)

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 690.70

b. City Corvallis

c. Nearest railroad station Corvallis

d. County Benton

e. The proposed project is to be in the NE 1/4 of the NE 1/4 of Section 26, Township 11 South, Range 5 West, W. M.

4. a. Name of public highway involved in this project:

NE Circle Boulevard

b. Name of public authority with jurisdiction over this highway:

City of Corvallis

5. Name of railroad involved in this project: Southern Pacific Transportation Company

West Side Branch
(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. City of Corvallis

b. Benton County

c. Northwest Natural Gas Co. - 123 NW Flanders St. - Portland, OR 97209

d. Pacific Northwest Bell Telephone Co. - Oregon Plaza - 825 NE 20th, Rm. 301 - Ptld. 97232

e. Pacific Power & Light Co. - 920 SW Sixth Ave. - Portland, OR 97204

f. Southern Pacific Transportation Company
Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? NO (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in d[illegible]l (including any street widening, curb[illegible], guardrail, realignment, etc.):

Widen existing crossing to four travel lanes, two bikeways, two sidewalks and a 14-foot median. Remove existing flashing lights and gates. Install cantilevered lights and gates.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? Improve the safety and convenience of the motoring public.

9. Is the crossing involved (to be) a separated crossing? NO (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? NO (yes/no)

If no, why not? Not economical at this time.

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

The existing alignment will not change. The alignment is tangent each side of the crossing.

(2) *Width--The highway is 29 feet wide at the crossing at present; after completion of the project, it will be 70 feet wide at the crossing; consisting (from N (N or E) to S (S or W)) of:

At present--		After completion--	
Shoulder** of	4 feet	Shoulder of	6 feet
2 lane(s) at	11 ft. ea.	2 lane(s) at	11 ft. ea.
Median of	0 feet	Median of	14 feet
1 lane(s) at	11 ft. ea.	2 lane(s) at	11 ft. ea.
Shoulder of	3 feet	Shoulder of	6 feet

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

11.a. (continued)

(3) Surface—	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):		
Type of surface of traveled way:		
on approaches	AC	Asphaltic Concrete
at crossing	AC	Rubber
Type of surface on shoulders;	Gravel	Portland Cement
Condition of surface:		
on approaches	Good	New
at crossing	Good	New
Is highway curbed on the approaches?	No	Yes
Is there one or more sidewalks at this crossing?	No	Yes

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

One on the northerly side; one on the southerly side. Both six-feet wide.

(4) Gradient, going toward crossing on--	At present:	After completion:
E (N or E) approach	± .10 %	± .10 %
W (S or W) approach	± .25 %	± .25 %

(5) Nearest public roadway intersection on each approach--

(a) E (N or E) approach: 800 ft; ADT Unknown

(b) W (S or W) approach: 90 ft; ADT 10,200

Name of road or highway:

(a) Belvue Street

(b) Pacific Highway West (99W)

Public authority with jurisdiction over road or highway:

(a) City of Corvallis

(b) ODOT

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) No (yes/no); (b) Existing remain (yes/no)

11.a. (Continued)

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, they should also be listed under item 14 herein and a signal operation matrix should accompany the application. The State Grade Crossing Protection Account can participate in funding only for costs of the actual interconnection of the traffic signals with the railroad signals and circuitry.)

The intersection of Circle Blvd. & the Pacific Hwy. West is signalized and interconnected with railroad. A drawing and preemption diagram for the revised installation are attached.

(6) a. Describe how the crossing is now protected. (For example: 2 crossbucks, 2 stop signs, 2 advance warning signs.) Please indicate which of these devices will be removed upon completion of this project:

Flshing lights and gates, advance warning signs, pavement markers (All will remain in revised manner).

b. Are all the devices to remain up to current standards? Yes

b. The Railroad	At present:	After completion:
(1) Number of tracks--	2	2

Name of each track from E (N or E) to W (S or W):

Spur track.

Main line.

(2) Angle of intersection--	71 °	71 °

If more than one track-highway angle exists, please give details below, track by track:

Spur track frog is 135 feet from crossing.

(3) Alignment--Describe the railroad track(s) for 500 feet in each direction, both before and after the project:

Spur track continues northerly for 270 feet. Main track is straight - both before and after alteration.

11.b. (Continued)

	At present:	After completion:
(4) Nearest switch--		
N (N or E) of crossing:	none ft.	none ft.
S (S or W) of crossing:	135 ft.	135 ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume--

At present: 4000 ; After completion 4500 ;

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion
At SSD* from crossing on E (N or E) approach:	25 mph	25 mph
on W (S or W) approach:	25 mph	25 mph
At crossing:	25 mph	25 mph
Posted speed limit on approaches:	25 mph	25 mph
(3) Direction of traffic flow:	E & W (N & S, etc.)	E & W

b. The Railroad

(1) Train movements-- (avg. per day)	At present:	Expected after completion:
Freight trains:	4	4
Switching movements:	0	0
Passenger trains:	0	0

(2) Speed of trains--		
Maximum allowable:	40 mph	40 mph
Typical:	35 mph	35 mph
Slowest Normal:	5 mph	5 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
E (N or E) approach:	1,000 ft. to right; 1,000 ft. to left
W (S or W) approach:	1,000 ft. to right; 1,000 ft. to left

*Safe Stopping Distance (see table page 7).

13. a. (Continued)

(2) From a "safe stopping distance" (see table below) on the . . .

The motor vehicle operator can see along the railroad . . .

E (N or E) approach: 130 ft. to right; 1,000 ft. to left

W (S or W) approach: 1,000 ft. to right; 1,000 ft. to left

If these sight distances will be changed on completion of the project, please explain below:

No change.

NOTE: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 ft.	30 mph	169 ft.	50 mph	360 ft.
15 mph	69 ft.	35 mph	210 ft.	55 mph	418 ft.
20 mph	98 ft.	40 mph	256 ft.	60 mph	481 ft.
25 mph	131 ft. ✓	45 mph	306 ft.		

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing?

No (yes/no) If yes, please explain by what and at what point it will be obstructed:

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? No (yes/no)

If yes, explain how you propose to overcome this problem. If no, why not?

No parking in this area.

Cantilevered lights will be installed.

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

		Standard No. 1M, multiple track sign
		Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
		Standard No. 1R, reflectorized crossbuck
		Standard No. 1S, vehicle stop sign (to stop vehicles)
		Standard No. 1T, railroad stop sign (to stop trains)
		Standard No. 2, flashing light signal
2	-	Standard No. 2B, cantilevered flashing light signal
		Standard No. 2P, flashing light signal for pedestrian crossings only
2	*	Standard No. 4, automatic gate signal
		Activated advance warning sign with message "PREPARE TO STOP WHEN LIGHTS FLASH."
		Standard stop clearance lines
		Standard "EXEMPT" sign
		Standard advance "EXEMPT" sign
2	**	Standard part-time turn restriction sign
1	-	Standard "DO NOT STOP ON TRACKS" sign
2	-	Standard advance warning sign
		Standard "STOP AHEAD" sign
2	-	Standard advance warning pavement markings
		Standard highway guardrail (urban or rural)
2	-	Non-mountable curb
		Traffic signals at crossing
1	**	Traffic signals at adjacent intersection

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.
** Please furnish description of traffic signal operation, including a signal operation matrix upon train preemption.

a. Protection type: Standard 2B & 4

Number of such devices: 2 ; To be located as follows: Each side of crossing.

(1) Who will perform the installation: Southern Pacific Transportation Company

(2) Estimated cost of installation: $ 90,000 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oreg. Dept. of Transportation	94%
City of Corvallis	6%

(4) Who will maintain these devices?

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
Southern Pacific Transportation Company	100%

*** Include cost of furnishing the protective devices(s).

14. (Continued)

b. Protection type: Advance Warning Signs & Pavement Markings

Number of such devices 2 ea. ; To be located as follows: each side of crossing.

(1) Who will perform the installation? ODOT by contract

(2) Estimated cost of installation: $ 1,000

(3) Who will pay for said installation?

Name of Party	Percent of Cost
ODOT	94%
City of Corvallis	6%

(4) Who will maintain these devices? City of Corvallis

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
City of Corvallis	100%

c. Protection type: Part-time turn restriction sign.

Number of such devices: 2 ; To be located as follows: Refer to attached drawing.

(1) Who will perform the installation? ODOT by contract.

(2) Estimated cost of installation: $ part of signal installation.

(3) Who will pay for said installation?

Name of Party	Percent of Cost
ODOT	100%

(4) Who will maintain these devices? ODOT

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
ODOT	100%

NOTE: Add 14d, e, etc., on separate sheet, if needed.

If Commissioner's Standard No. 2, 2B or 4 signals are to be installed, describe how motorist will be protected from striking these signals. RURAL TYPE GUARDRAIL, MODIFIED RURAL TYPE GUARDRAIL (describe modification), URBAN TYPE GUARDRAIL OR NON-MOUNTABLE CURBING.

15. Protection at signal: Both signals will have non-mountable curbs.

Number of such devices: 2 ; To be located as follows: Each side of crossing.

(1) Who will perform the installation? ODOT by contract.

(2) Estimated cost of installation: $ Part of project.

(3) Who will pay for said installation?

Name of Party	Percent of Cost
ODOT	94%
City of Corvallis	6%

(4) Who will maintain these devices? City of Corvallis

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
City of Corvallis	100%

16. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

Estimated cost of this portion: $ 50,000

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: ODOT by contract.

17. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

b. Remainder of crossing area: City of Corvallis 6% - ODOT 94%

18. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

b. Remainder of crossing area: City of Corvallis

19. Who will pay for said maint[illegible]nce?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

b. Remainder of crossing area: City of Corvallis

20. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track of the crossing should be covered in the answer. Example: Main track--constant warning time device (predictors); Siding track—motion sensing type equipment; Spur tracks—island circuits.)

Grade Crossing Predictor on Main.

SPTC's Choice on Spur.

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms?

Yes (y.s/no) If so, describe the obstacles, identify the owner and make the owner a party in interest in this matter.

Pacific Northwest Bell Telephone Co.

Pacific Power & Light Co.

SECTION V. -- (To be completed all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain: _____

If no, explain why not: All existing crossings are necessary to motoring public.

42. Other items of construction and cost distribution:

* * * \

I, H. S. Pourtrey, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

H S Pourtrey

STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 11th day of September, 19 82.

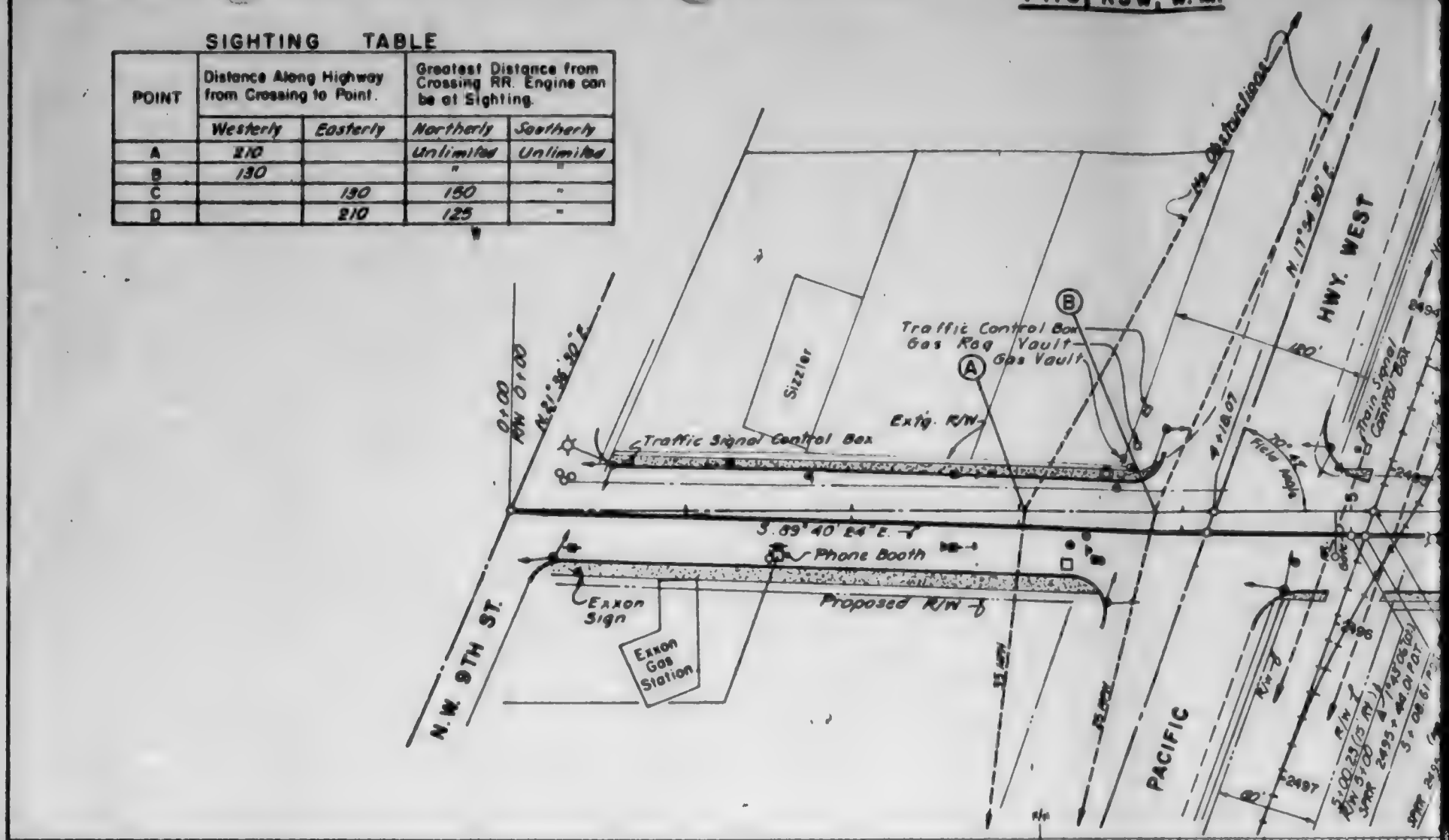
Jeanne J. Solar
(Notary Public for Oregon)

My Commission Expires: 12-18-85

T11S, R5W, W.M.

SIGHTING TABLE

POINT	Distance Along Highway from Crossing to Point.		Greatest Distance from Crossing RR. Engine can be at Sighting.	
	Westerly	Easterly	Northerly	Southerly
A	210		Unlimited	Unlimited
B	130		"	"
C		130	150	-
D		210	125	-



STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

P.U.C. MAP & PROFILE

S.P.T. Co. (Westside Br.) X-ING at
N.E. CIRCLE BLVD.
CORVALLIS
BENTON COUNTY

SCALE: AS SHOWN SEPTEMBER, 1980

DRG. NO. 98-18-8

N

HWY. WEST

S.P.T. Co. Westside Br.

Pumilite

Shed

70° 42' (Computed)

Pumilite Sign

Main Signal Control Box

No Obstructions

Conser Homes

Globe Real Estate Sign

Exist'g R/W

N.E. CIRCLE BLVD.

Mail Box

Mail Box

"Speed 25" Sign

Proposed R/W

MAP SCALE

0 50 100 150 200

Exist'g R/W

Proposed Constr.

Profile Grade

Bikeway Travel Lane Travel Lane Travel Lane Travel Lane Bikeway

Sl. 0.04' Sl. 0.03'/11 Sl. 0.03'/11 Sl. 0.04' Sl. 0.02'

TYPICAL SECTION (CIRCLE BLVD.)
No Scale

No V.C.

Finish Grade @ ℄

Subgrade

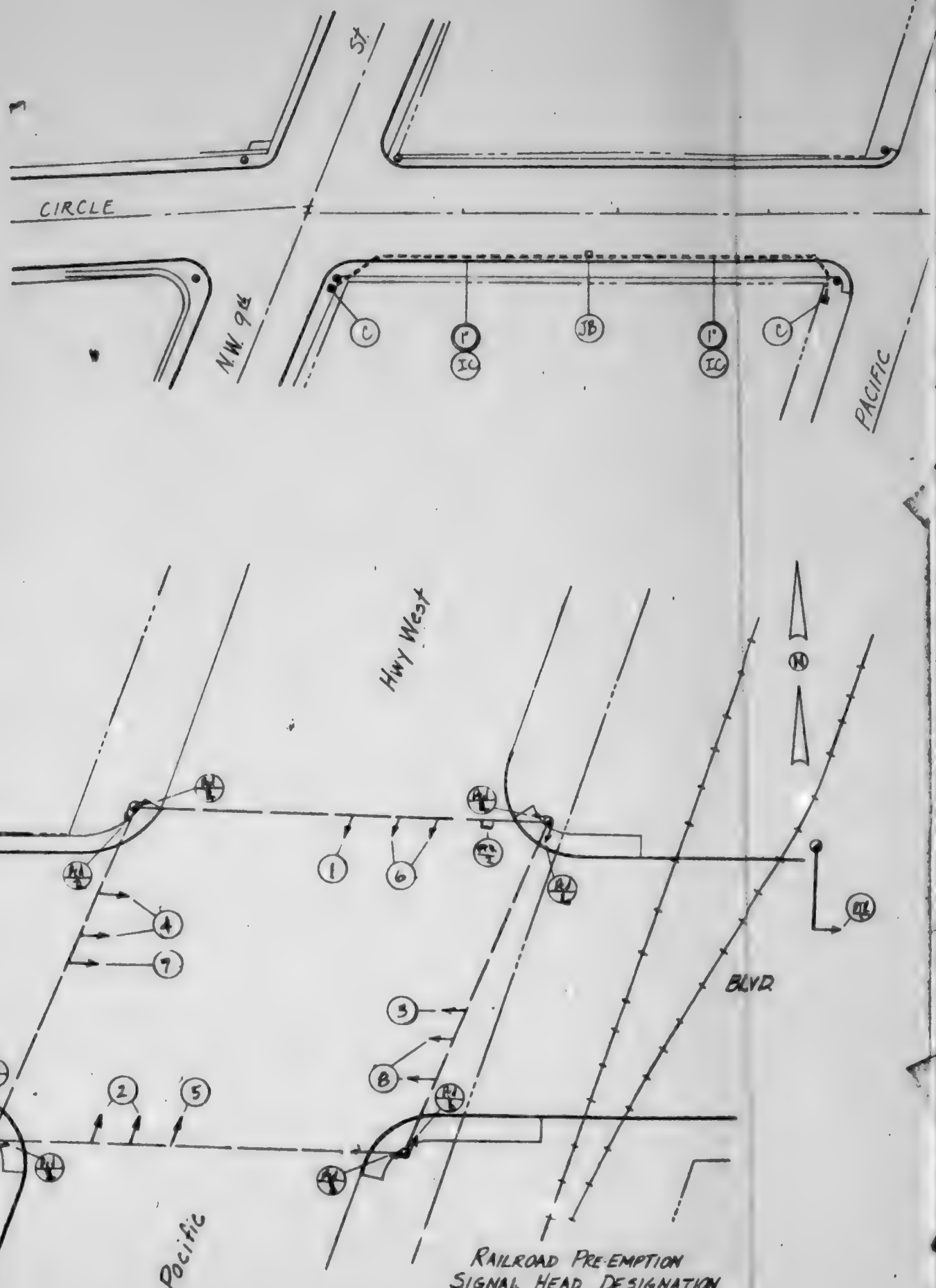
Ground Line

Main Spur

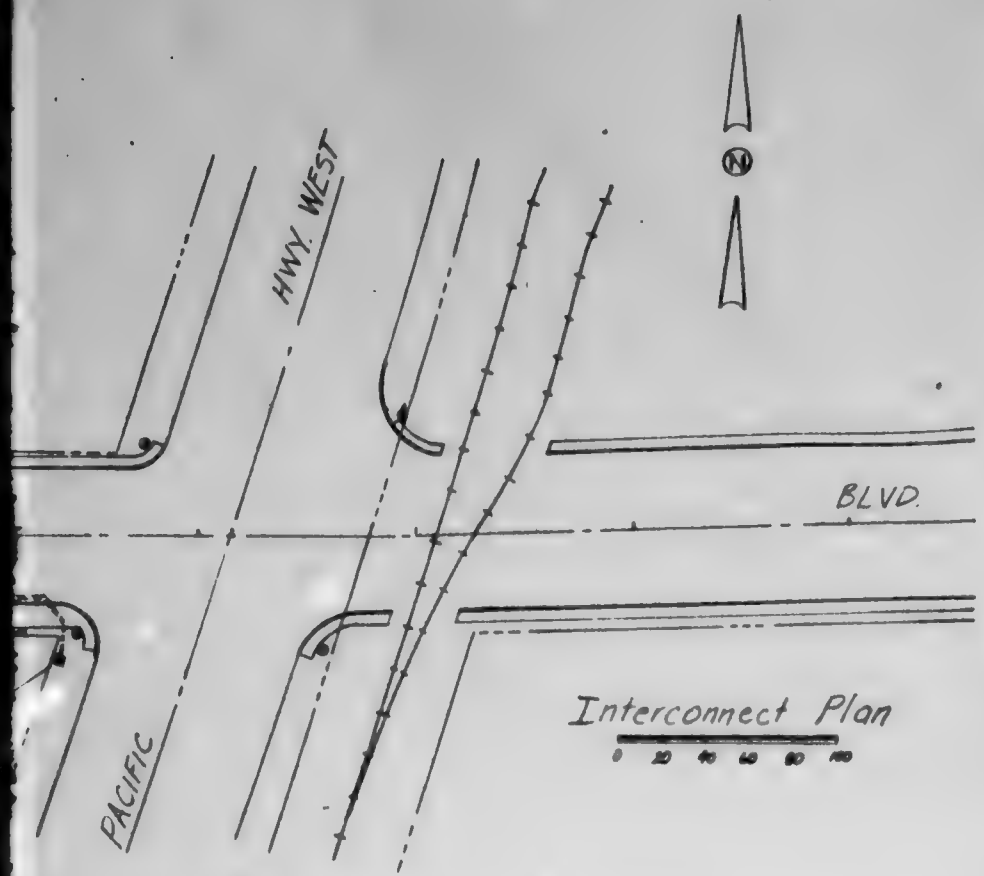
TYPICAL RAILROAD SECTION
(South of Circle Blvd.)
No Scale

TYPICAL RAILROAD SECTION
(North of Circle Blvd.)
No Scale

98-18-8 RR X-ING at CIRCLE BLVD., CORVALLIS SPT Co. (Westside Br.) PUC MAP & PROFILE 98-18-8


5th
CIRCLE
NW 9th
C
I
JB
I
C
PACIFIC
HWY West
N
CIRCLE
BLVD
Pacific
RAILROAD PRE-EMPTION
SIGNAL HEAD DESIGNATION

Interconnect Plan ; Railroad Pre-emption

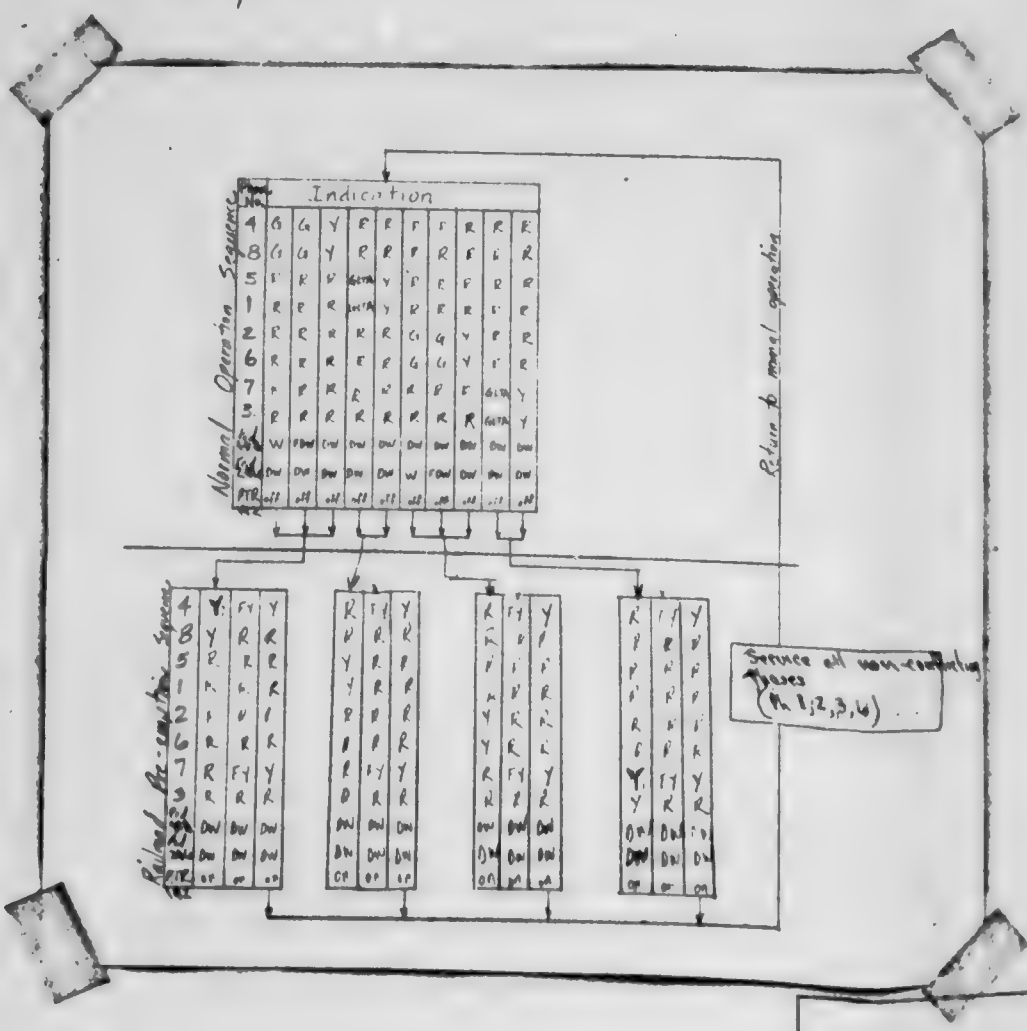


Interconnect Plan

0 20 40 60 80 100

LEGEND

- (JB) Install galvanized cast iron junction box (8"L x 6"W x 6"D)
- (IC) Install interconnect cable (see Special Provisions)
- (C) Signal controller cabinet
- (5) Install (5") inch electrical conduit



O S H D

TRAFFIC SIGNAL INSTALLATION
N.W. 9th St. to S.P.R.R. (CORVALLIS) SEC.
FAU 2110 (Circle Blvd.)
Benton County

9419

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 2110(2)

STATE PROJECT NO. See below

COUNTY NAME Benton

PROGRAM NO.

ITEM NO. M-78

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 14 '80
REFER TO
FOR
Info | Invest | Rpt | Draft | Sig | Act | File

7-14 ltr

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	7-8-80	FAU 2110	City Street

GENERAL LOCATION:
N. W. 9th St. - SPRR (Corvallis) Section

GENERAL DESCRIPTION OF WORK:
PS&E preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility and railroad preparatory work. TEC $1,500
☐ OTHER (Specify) PF $1,200.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 6-20-80.

(Based on approval of FONSI dated 4-24-80 under Project M-2110(1)
N. W. 9th St. -(N. E. Circle Blvd.) N. E. Seavy Ave. Section.)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-8-80	S. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976—631 488

9419

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-15-80

FEDERAL AID PROJECT NO.: M-2110(2)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: M-78

COUNTY NAME: Benton

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 22 '80
REFER TO
FOR
Info | Insp | Eng | Est | Sp | Art | File

5/22

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 5/15/80

FEDERAL ROUTE NUMBER: FAU 2110

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

NW 9th Street - SPRR (Corvallis) Section

GENERAL DESCRIPTION OF WORK:

Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Program Change
See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 5/8/80 I approve the revised Preliminary Engineering costs to a TEC of $54,700 with Federal participation limited to $42,738.

(Increase TEC $49,800 - Federal funds $38,938)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/15/80	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-465

9419

NEGATIVE DECLARATION

NOISE STUDY REPORT

N.W. 9th Street - Oregon Electric Railroad
N.E. Circle Boulevard
FAU-2110
(Corvallis, Oregon)
Benton County

Verstoeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wendrick
RECEIVED
NOV 17 1981
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up /
Action

Prepared by:

Lee E. Doss
Asst. Environmental Engineer
Environmental Section
Technical Services Branch
State Highway Division
Oregon Department of Transportation

February 1980

FIGURE I
LOCATION OF
PROJECTS AND
STUDY AREA

N.W. th Street - Oregon Electric Ra oad
N.E. Circle Boulevard
FAU-2110
(Corvallis, Oregon)
Benton County

I. Description of Project

The project is an improvement of N.E. Circle Boulevard in the City of Corvallis, Oregon, limits as titled. The existing two-lane paved street will be widened to accommodate four traffic lanes throughout. Thirty feet of additional right-of-way will be acquired on the south side of Circle Boulevard, with five to fifteen feet to be acquired on the north side, east of Belvue Street, providing a total right-of-way width of 85 feet.

Curbs will be provided throughout. A Class II bikeway (two-way, sidewalk type) will occupy the south side of Circle Boulevard. A continuous left-turn median will be provided between Pacific Highway West and the easterly terminus of the project. A 2 foot to 6 foot sidewalk will be provided on the north side of Circle Boulevard. (Circle Boulevard runs east and west throughout the project).

The project will help to alleviate traffic congestion which is particularly acute in the block between N.W. 9th and Pacific Highway West.

II. Land Use

The portion of the project east of Belvue Street is outside the city. Land inside the city is zoned M-2 (Heavy Industrial) on the north side of Circle between the city limits and Pacific Highway West. All the other land adjoining the project within the city is zoned M-1, (Light Industrial). Land in the County, from the city limits to the easterly terminus of the project, is zoned R-U, (Urban Residential). Easterly of the project, the land is zoned FP-A, (Floodplain Agricultural), on the north side of Circle Boulevard, while on the south side, the zone is PD, (Planned Development), now occupied by Hewlett-Packard Industries.

Within the city boundaries, there are some lesser uses of the land at the present time. A mobile home park is situated immediately north of Circle and west of Belvue in an M-1 zone. Some commercial establishments are also in M-1 zones, and some M-1 land is undeveloped. In the County, some R-U land is undeveloped.

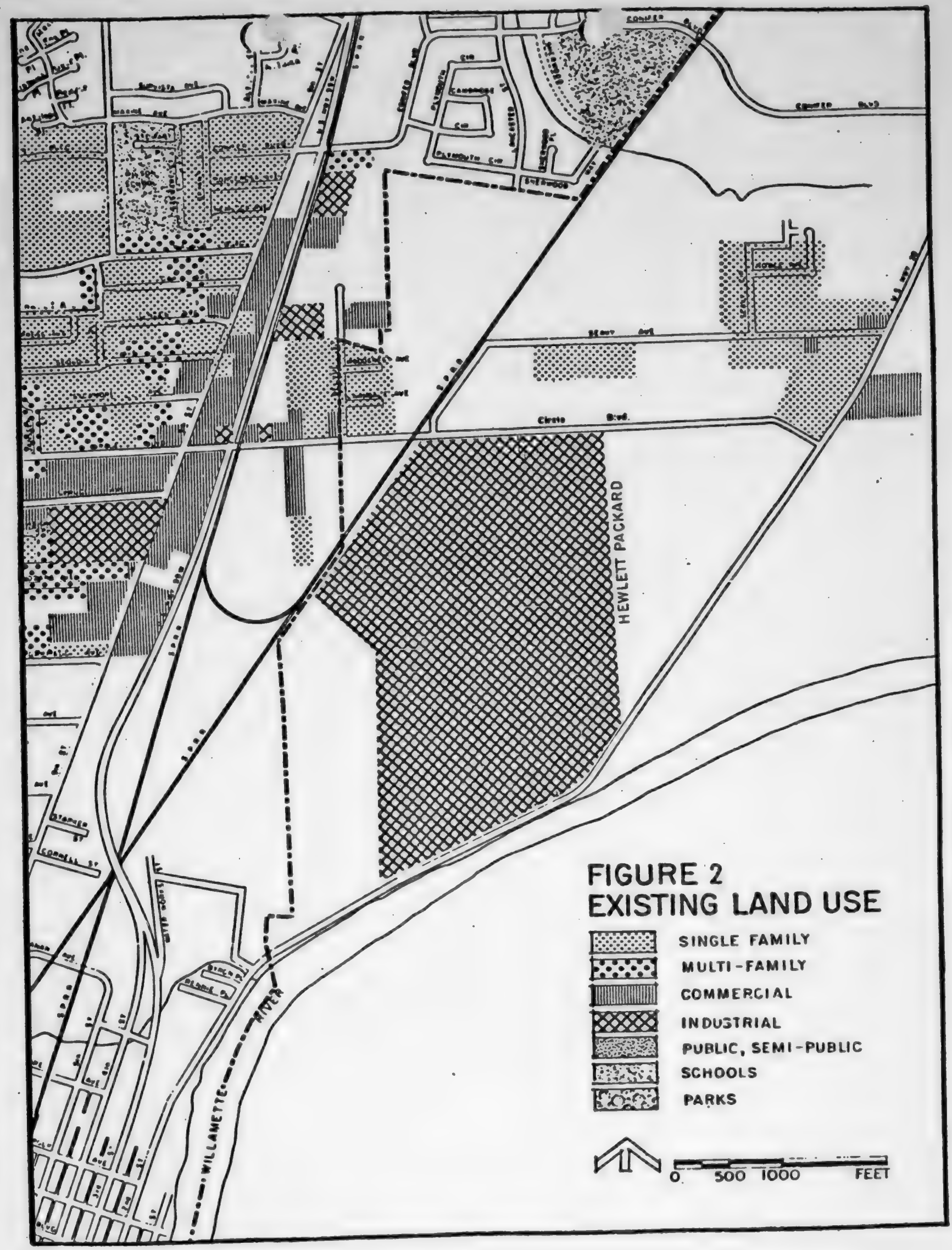

HEWLETT PACKARD
WILLAMETTE RIVER
Circle Blvd.
FIGURE 2
EXISTING LAND USE
SINGLE FAMILY
MULTI-FAMILY
COMMERCIAL
INDUSTRIAL
PUBLIC, SEMI-PUBLIC
SCHOOLS
PARKS
0 500 1000 FEET

TABLE I

U.S. DEPARTMENT OF TRANSPORTATION DESIGN NOISE LEVEL/LAND USE RELATIONSHIPS[1]

Land Use Category	Design Noise Level - L_{10}	Description of Land Use Category
Exterior		
A	60 dBA	Tracts of lands in which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity or quiet.
B	70 dBA	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, picnic grounds, recreation areas, playgrounds, active sports areas, and parks.
C	75 dBA	Developed lands, properties or activities not included in A or B.
D	---	For requirements for undeveloped lands, see PPM 90-2.
Interior		
E	55 dBA	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

[1]Criteria applied at boundary, peak traffic hour.

Note: For method of application, see Interim Noise Standards and Procedures for Implementing Section 101(1) of Title 23, U.S. Code, Federal Highway Administration, Policy and Procedures Memorandum (PPM) 90-2, April, 1972.

The West Side Branch of the Southern Pacific Railroad crosses Circle Boulevard in a northeasterly direction, along the easterly side of Pacific Highway West. The Toledo Branch of the SPRR crosses Circle Boulevard at the easterly terminus of the project.

Design noise levels allowable by the United Stated Department of Transportation for specified types of land use are shown in Table I.

Areas of primary concern with regard to noise impacts are those presently occupied by single-family residential units. These units, if impacted, could be expected to continue and worsen in that situation.

III. Procedures

Because previous related studies in the project area have satisfied Federal and other requirements through use of the L_{10} noise descriptor notation, that system is continued for easy comparison with the previous studies.

The closest mathematical approximation to the normal hearing response is the "A" weighted decibel scale, commonly noted, dBA.

The statistical time-varying description is the averaged cumulative noise intensity level, expressed in dBA exceeded 90, 50, and 10 percent of the time, and designated L_{90}, and L_{50}, and L_{10}. The L_{10} noise levels are practical for assessment of traffic noise.

In December, 1976, noise levels were recorded at several locations throughout the project area. The readings were used to establish L_{10}-noise levels at various distances from the street as shown in Table II.

Table II

MEASURED AVERAGE NOISE LEVELS, 1976 and 1978*
(Peak Traffic Hours)

	L_{10} at 50 ft.	L_{10} at 100 ft.	L_{10} at 200 ft.
Circle-H-P to ORE 99	72	68	64
Circle-ORE 99 to 9th Street	78	75	71

*Measured from ℄ of street.

In 1980, measurements were made to validate the FHWA Traffic Noise Prediction model. The model was subsequently used to predict project noise levels according to the amount of traffic predicted for the year 1990. Predicted noise levels serve as a basis for identification of anticipated noise impacts and mitigation requirements.

IV. Existing Noise Levels

Noise measurements were made at two sites. Site number one was 50 feet south of the centerline of existing Circle Boulevard in the entrance to the "Waterbed Centre" driveway (station 175+50). Site number two was in the parking lot south of Circle Boulevard, between 9th and U.S. Highway 99 West, approximately 132 feet west of the left-turn median (See Map, Figure 3). Comparative results are shown in Table III.

TABLE III

	Autos	Med. Trucks	Hvy. Trucks	Speed	Distance	L_{10} Measured	L_{10} Computed
Site #1	310	12	12	40	50	67	65
Site #2							
Circle Blvd.	845	21	9	15	50		70.9
U.S. 99W	867	30	33	10	130	72*	66.8
							72.3*

*Combined from both sources

Measured sound levels are within acceptable limits of approximation to the model. The effect of interrupted traffic flow at Site 1 is pronounced at this location, 700 feet east of the traffic signal. Eastbound trucks are accelerating at full throttle after shifting into high gear, while westbound traffic has not yet begun to decelerate.

V. Projected Noise Levels

The front yards of lots in developed residential areas will most likely be in landscaping, while the front areas in industrial sites, when developed, will be paved for off-street parking. This is taken into account in projecting noise levels to the year 1990 by interpreting residential sites as "soft sites" and industrial sites as "hard sites". Traffic used in the projections is the same as shown for Alternate 6 in the draft EIS. Original source of traffic

TABLE IV

PROJECT TRAFFIC NOISE LEVELS,
YEAR 1990, BUILD and NO-BUILD

Circle Blvd. E. of City Limits (Residential Urban-soft site)

Autos	Med. Trucks	Hvy. Trucks	Speed	Dist.	L_{10} (dBA)
950	50	40	26	50 ft.	75.5

Circle Blvd., US99W to City Limits (Manufacturing-Hard site)

Autos	Med. Trucks	Hvy. Trucks	Speed	Dist.	L_{10} (dBA)
950	50	40	26	50 ft.	76

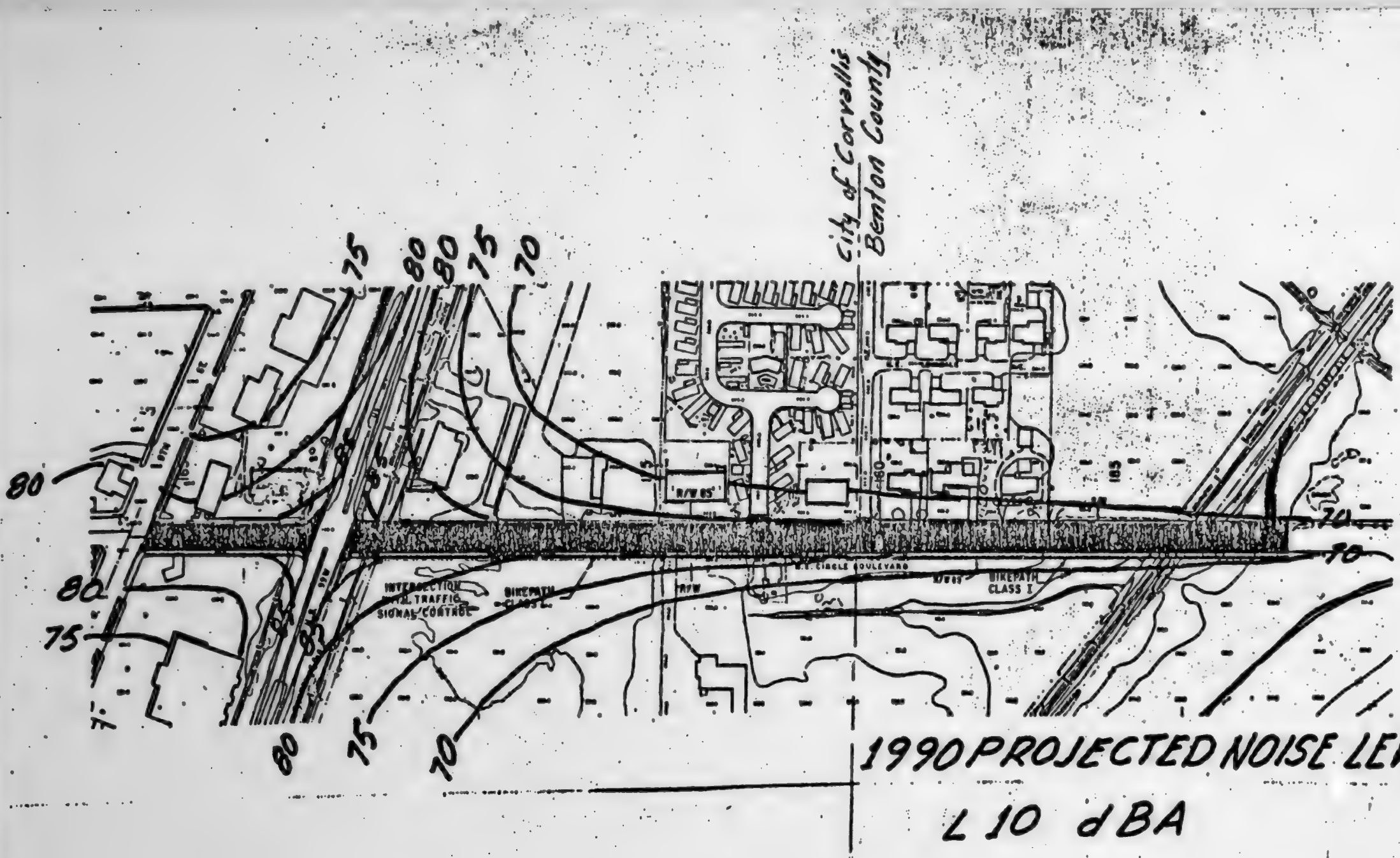
Circle Blvd., 9th to US99W (Manufacturing-Hard Site)

Autos	Med. Trucks	Hvy. Trucks	Speed	Dist.	L_{10} (dBA)
1795	57	57	12	50 ft.	82

Pacific Highway West (U.S.99W)

Autos	Med. Trucks	Hvy. Trucks	Speed	Dist.	L_{10} (dBA)
2527	64	63	5	130 ft.	71

Combined from both sources 82



1990 PROJECTED NOISE LEVELS

L 10 dBA

Fig. 4

projections is Wilbur Smith and Associates. Alternate 6, peak traffic hour, represents the "worst possible condition" for Circle Boulevard in that study. With construction of this project and the Walnut Boulevard project, also in progress, Alternate 6 will be a reality. Projected traffic noise levels are shown in Table IV.

VI. Traffic Noise Impacts and Mitigation

1. Traffic Noise Impacts

Noise impacts exceed the design noise levels for land use categories listed in Table I. Design noise levels for the year 1990 will be exceeded as listed in Table V and as shown on the map, Figure 4.

TABLE V

IMPACTS

ITEM	1990 Projected Noise Level	Number of Impacted Receptors	Design Noise Level, Existing Use, dBA
Residences	70-75	6	70
Commercial Buildings	80	3	75

The 1990 design noise level of 75 dBA for manufacturing zones will be exceeded in the area surrounding the intersection of Circle Boulevard and Pacific Highway West (U.S. 99W) and in areas in the block between 9th and Pacific Highway West. This area is presently a large paved parking lot on the south side of Circle Drive. The block on the north-side is vacant except for a Sizzler Steak House, on the corner of 9th. The Steak House is impacted.

The lumberyard in the northeast quadrant of the intersection will be impacted.

The two mobil homes in the mobil home park closest to Circle Boulevard will be impacted above the L_{10} 70 dBA criteria and will experience a noise increase of 5 dBA. The older brick house on the south side of Circle Boulevard across from the mobil homes will be impacted above the L_{10} 75 dBA criteria. (The above mentioned residences in an M-1 zone.) The front yards of the three residences in the R-U zone will be above the L_{10} 70 dBA criteria, but the buildings proper will receive less than 70 dBA L_{10}. Because there is no identified activity area in the front yard,

these residences are not considered impacted.

Interior noise levels in these residences may exceed 55 dBA with front windows open.

2. Mitigation

The area in question has and will have large access demands, requiring numerous driveways. Sound barriers, such as walls or berms are thus impracticable, since the many breaks in the barriers necessitated by said driveways would render noise barriers ineffective. The most effective mitigation in the area would be a suitable choice of building materials and architectural style for future buildings. (See Alternative Mitigation No. 4). This report should be made available to anyone proposing to build in this block.

VII. Alternative Mitigation

Several alternative noise mitigation measures were addressed in the Draft EIS as generalized possibilities. These items are now addressed more conclusively:

1. Encouragement of alternative modes of transportation (an indirect mitigation).

A class II Bikeway is being constructed as part of the project. The route should have comparatively high ridership. Commuting workers at Hewlett-Packard will find it particularly convenient.

2. Stricter Vehicle anti-noise Ordinances (indirect mitigation).

Chapter 340, Oregon Administrative Rules, Division 35, Noise Control Regulations, amended November, 1979 sets forth the State requirements enforced by the Department of Environmental Qualtiy (DEQ). Regulations stricter than these are not proposed.

3. Buffer plantings.

A single row of trees, as is typically planted in street parkways serves only to lessen visual reinforcement of perceived sound. Unless very dense and wide (100 feet), plantings do not provide an effective barrier to noise, and are not recommended as a noise mitigation measure.

4. Mitigation by setbacks and by architect's choice of building materials (a direct mitigation).

The practice of building farther away from traffic toward the rear of lots is highly recommended, not only for residential construction, but also for commercial and industrial construction along the project. Offstreet parking can efficiently utilize the space in front of commercial and industrial buildings.

If the architect is aware of a noise problem he may be able to choose suitable building materials to lessen the transmission of sound. Materials providing a wall of density exceeding 4 lb. per square foot in weight will serve the purpose. The architect may be able to place windows facing otherwise than toward the noise source, or to specify double glazing.

Neither form of mitigation will be implemented as a part of the project. The City of Corvallis and each individual developer will be responsible for any noise mitigation on undeveloped properties.

5. Smooth sealcoat on pavement (a direct mitigation).

Liquid asphalt, combined with sand as a sealcoat, or a slurry sealcoat will provide a surface so smooth as to be a hazard in the Northwest climate, where rain, frost, and ice are commonplace. The lack of skid resistance more than offsets the possibility of noise mitigation. The common use of steel tired rollers on the finish coat of asphalt roadways produces a reasonably smooth surface and will be implemented on the project.

6. Quiet Construction Equipment.

See Construction Noise and Mitigation.

7. Rezoning to heavier use.

City land within the project limits is already zoned M-1 and M-2--usually the heaviest uses of land in a city the size of Corvallis. These lands are within Category C, of U.S.D.O.T. ratings, and a design noise level of 75 dBA, L_{10} is used. No zone changes are proposed as part of the project.

8. Truck Restrictions.

Such restrictions are out of place in industrial areas that are dependent on trucks for shipment of goods. Not recommended.

9. Speed Limits.

Average speeds in the area are reported and projected at 12 to 26 m.p.h.--well below the speed averages that could practicably be reduced to mitigate noise. Circle Boulevard is presently posted at 25 m.p.h. No speed limit changes are recommended.

10. Depressed Grade.

Depressing the grade, (as is done in freeway design for noise mitigation purposes) is not appropriate on a project of this size and purpose. Transitions from street grade at either end of the project would be longer than the project itself. Grade separations with structures would be necessary at the railroad crossings, and driveway service would be complicated if not impossible. Not recommended.

VIII. Construction Noise and Mitigation

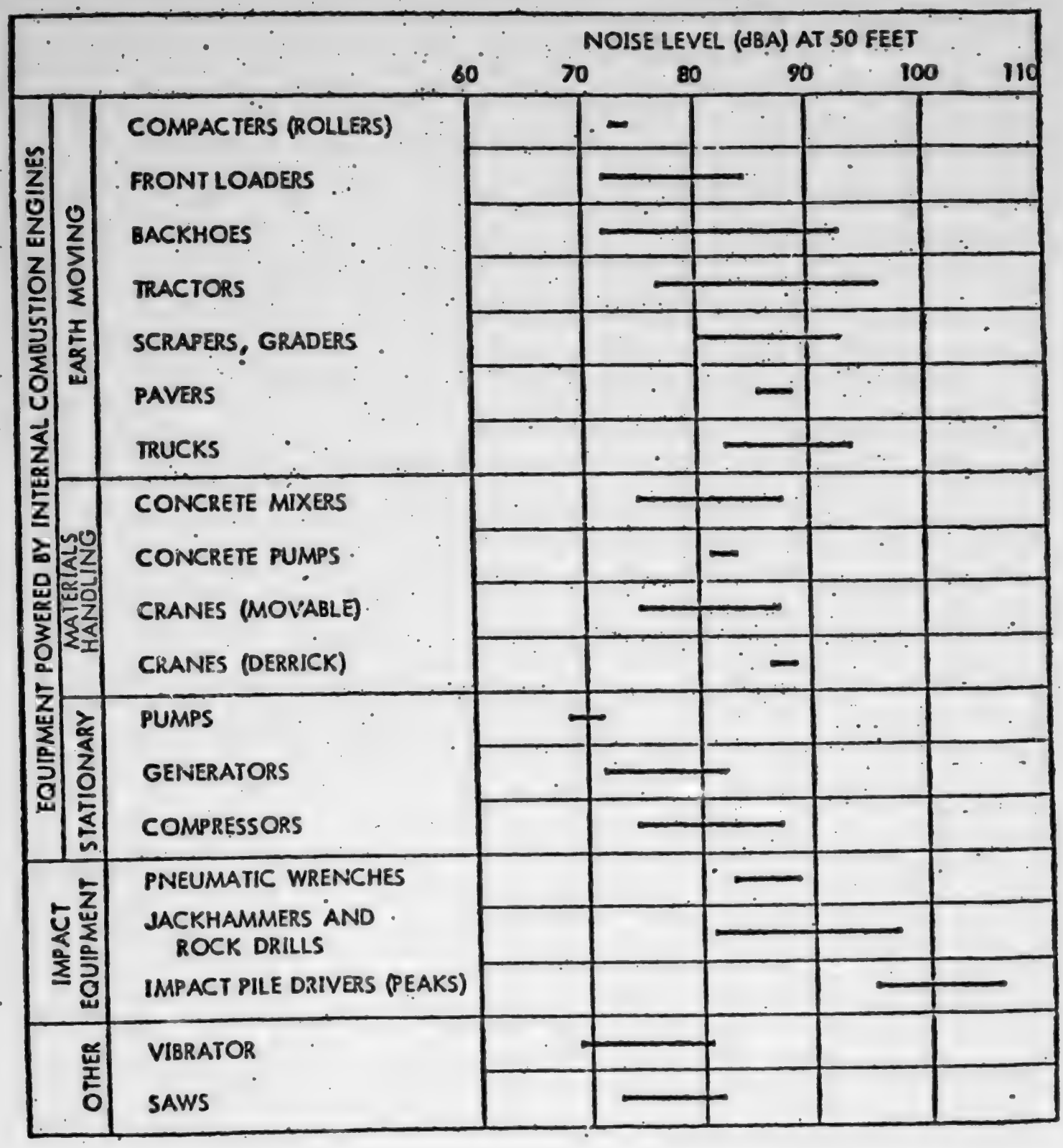
Construction noise is temporary, lasting for the duration of the project. Earthmoving machinery, materials handling equipment, and stationary equipment all have differing characteristics of noise emission. Under specific EPA regulations, newer, quieter units of machinery are gradually replacing older units through normal attrition.

Where traffic is heavy, as in the Pacific Highway West area, the staging detours that will temporarily put all traffic on one side of the street will cause a small resultant increase in traffic noise for that particular side of the street, augmented by the construction noise itself.

Typical noise intensity ranges for various types of equipment are shown in Table VI.

TABLE VI

Construction Equipment Noise Ranges



Conventional construction time restraints could lessen the annoyance of construction noise adjacent to residences, but in the congested industrial areas, particularly between 9th and Pacific Highway West, switching to the night shift could aid in alleviating both congestion and noise problems during the construction period. The engineer will be empowered to impose time constraints on specific units of equipment, or on construction operations that are suitable to particular situations, or in response to complaints from the public, according to his responsibilities and discretion.

East of Engineer's Station 170+00, heavy construction operations involving large displacement diesel engines and similarly loud machinery will be restricted to the daytime hours of 7:00 a.m. to 6:00 p.m. on weekdays unless the engineer directs otherwise.

IX. Local Coordination

City of Corvallis and Benton County officials have participated directly in the project from its inception.

A copy of this report as well as a copy of FHWA policy regarding limitations on noise mitigation for future development (FHPM 7-7-3) will be forwarded to Benton County and the City of Corvallis. This will assist local jurisdictions in land use planning for both developed and undeveloped properties in the immediate vicinity of the project. The information contained herein can be used by local planning agencies to protect future land use development from becoming incompatible with anticipated highway noise levels.

X. LCDC Statewide Planning Goals and Guidelines.

The Air, Water, and Land Resources Quality goal is to maintain and improve the quality of the air, water, and land resources of the State. Noise is addressed in the "Waste and Process Discharges" section of the LCDC guidelines. New development must not threaten to violate applicable state or federal environmental quality statutes, rules, and standards. In the absence of an applicable State noise standard, for purposes of review with respect to LCDC coordination, this report has been prepared in accordance with FHWA FHPM 7-7-3. In doing this, the Federal noise standards have been met.

Another section of the LCDC goals pertaining to environmental resources which can be analyzed with respect to air sheds and water basins, states that

discharges shall not (1) exceed the carrying capacity of such resources, considering long range needs; (2) degrade such resources; or (3) threaten the availability of such resources. Noise (or quiet) is not a resource which can be inventoried by geographic boundaries such as air sheds or water basins, so no noise assessment is made with respect to this LCDC goal.

9419

April 4, 1979

City of Corvallis
City Hall
Corvallis, OR 97330

Attention: Jerry Hortsch
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5557

Gentlemen:

Attached for your files are fully executed copies of three agreements described as follows:

1) Supplemental agreement concerning construction of the N.W. Lantana Drive-N.W. Witham Hill Drive Section of N.W. Circle Boulevard, FAU 2110.

2) Supplemental agreement concerning construction of the N.W. Kings Boulevard-N.W. Highland Drive Section of N.W. Walnut Boulevard, FAU 2120.

3) Supplemental agreement concerning construction of the N.W. 9th Street-SPRR Section of N.W. Circle Boulevard, FAU 2110.

We are retaining fully executed copies of these supplemental agreements for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

Enclosures

bc: Gerald Wimer (agreements attached)

14/14

March 15, 1979

Draft Environmental Impact Statement

Circle Boulevard

SEE: CON 21-10 Corvallis EIS

9419

GENERAL FILES

September 1, 1978

Mr. Donald L. Jones
Assistant to the Governor
for Local Government Relations
306 State Library Building
Salem, Oregon 97310

Dear Don:

As requested in your recent note to Bob Burco, attached for the Governor's consideration are suggested drafts to Charles R. Moore and Kenneth E. Newcomer concerning Circle Boulevard in Corvallis.

If you need anything additional, please let me know.

Sincerely,

F. B. Klaboe, Assistant
Director for Operations

Attachment

bc: Robert A. Burco
E. S. Hunter
J. H. Versteeg

srb

(SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION)

September 1, 1978

Mr. Charles R. Moore
General Manager
Hewlett Packard
1000 N.E. Circle Boulevard
Corvallis, Oregon 97330

Dear Mr. Moore:

The section of Circle Boulevard with which you are concerned is a part of the Corvallis city street system. The City of Corvallis has applied for a street improvement project under Federal-Aid Urban System funding. A project of this nature must comply with all federal regulations to be eligible for federal funds, so construction is at least three years away.

The construction of a bikeway on Circle Boulevard is a possibility if funds were available and no rights-of-way were required. As this is a city street, the City of Corvallis would need to establish a high priority for this improvement. Possible funding sources are local funds, State bicycle funds or, possibly, as a federally funded safety project under Federal-Aid Urban System funding. All funds are very limited and any improvements on Circle Boulevard must compete with many other worthy projects.

The Department of Transportation stands ready to assist the City in any way legally possible, such as consultation, advice and the design of an adequate temporary facility.

(Engineering) srb

(SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION)

September 1, 1978

Mr. Kenneth E. Newcomer
3655 N.W. Roosevelt Drive
Corvallis, Oregon 97330

Dear Mr. Newcomer:

The Federal-Aid Urban project on Circle Boulevard must comply with a series of federal regulations to be eligible for FAU funding. These federal regulations are being met during the development process under the direction of the City of Corvallis.

One solution to the traffic problems you have identified could be a temporary pedestrian/bicycle path along Circle Boulevard. The construction of a bike path to address an existing safety problem along Circle Boulevard would not jeopardize a future project to be funded with Federal Aid.

Circle Boulevard is a part of the Corvallis city street system and any requests for street improvements should be made to the City of Corvallis.

The Department of Transportation stands ready to assist Corvallis in the design of a temporary pedestrian/bicycle facility.

(Engineering) srb

ROUGH DRAFT FOR GOVERNOR'S CONSIDERATION

Salem, Oregon
August 25, 1978

Mr. Kenneth E. Newcomer
3655 N.W. Roosevelt Drive
Corvallis, OR 97330

Dear Mr. Newcomer:

The Federal-Aid Urban Project on Circle Blvd. must comply with a series of federal regulations to be eligible for FAU funding. These federal regulations are being met during the development process under the direction of the City of Corvallis.

One solution to the traffic problems you have identified could be a temporary pedestrian/bicycle path along Circle Blvd. The construction of a bike path to address an existing safety problem along Circle Blvd. would not jeopardize a future project to be funded with Federal ~~and~~ Aid. ~~State Highway trust~~ funds.

Circle Blvd. is a part of the ~~City of~~ Corvallis city street system and any requests for street improvements should be made to the City of Corvallis.

The Department of transportation ~~stands ready~~ to assist ~~the City of~~ Corvallis in the design of a temporary pedestrian/bicycle facility.

Very truly yours,

RECEIVED
TECHNICAL SERVICES
AUG 25 '78
REFER TO
FOR
Info | Inves | E/D | D/R | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 24, 1978

FILE:

FROM: J. H. Versteeg
Engineering

SUBJECT: Circle Blvd. Bikeway
(Hewlett Packard)

TO: E. S. Hunter
Technical Services Engineer

The City of Corvallis requested a FAU project on Route 2110 (Circle Blvd.) to widen this section from two lanes (24') to four lanes (64') in March of 1975. This application was approved and a consultant is developing the EIS documents for a federal-aid project. This project will require additional right-of-way so actual construction of the project is sometime off.

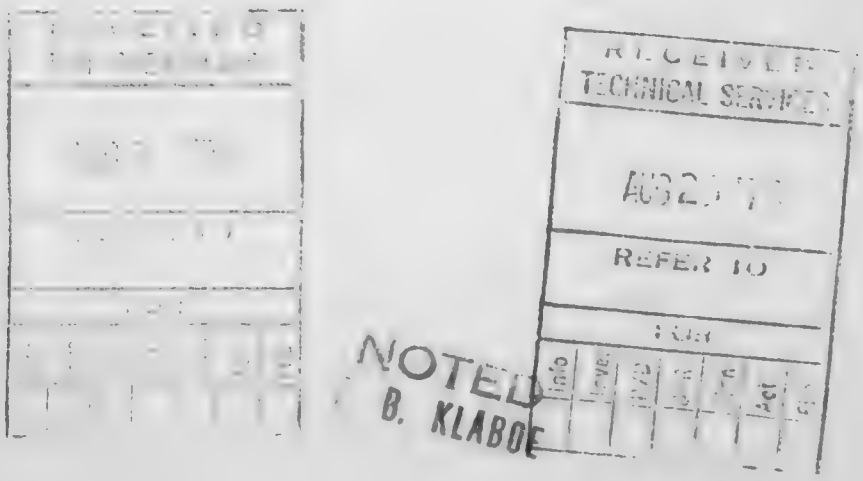
I discussed the section of Circle Blvd. in question with Bill Kappus, FHWA Area Engineer; Phil Stearns, Federal Aid Engineer; and Buz Swan of Project Management. The City of Corvallis could construct a temporary walk/bikeway or pave the roadway shoulders without jeopardizing the FAU project and future federal funding. They cannot extend travel lanes or construct turning lanes without raising the question of future federal aid participation.

Mr. Kenneth Newcomer is apparently an employee of the Hewlett Packard Company and has discussed the need for a bikeway along Circle Blvd. with Don Shaffer numerous times over the past year. So far the City of Corvallis has declined the opportunity to construct a bikeway or pathway along this section of Circle Blvd. as he has suggested.

Attached are rough drafts to Mr. Moore, General Manager of Hewlett Packard, and Mr. Newcomer of 3655 NW Roosevelt Drive, Corvallis.

A bikeway on the south side could be constructed for approximately $30,000 of local funds.

JHV:jh



Rev. 5/28/74

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date March 28, 1975

Applicant Agency City of Corvallis

Federal Aid System Route No. 2110 Route Name Circle Blvd. (Seavy Ave.)

Project Name Widening and Improvement of Seavy Avenue - 9th Street Easterly to SPRR East of City Limits.

Project Length 2100 feet Project Location (Attached sketch map)

Project Description Widening Circle Blvd. between 9th Street and 99W to a minimum 44 foot width. Improvement and widening of Seavy Avenue (Circle Blvd.) east of 99W to a 64 foot curb to curb width, which includes 2 travel lanes each direction plus a continuous left turn lane the length of the project.

Average Daily Traffic 1.) 8200 Design Speed 35
2.) 3600

Complete Applicable Sections:

I. ROADWAY DATA For Section East of 99W

1. Existing Roadway: (Attach sketch)

Width 20 Travel Lanes 2 Shoulders 2' Max.
Medians - Parking No
Sidewalks None
Other

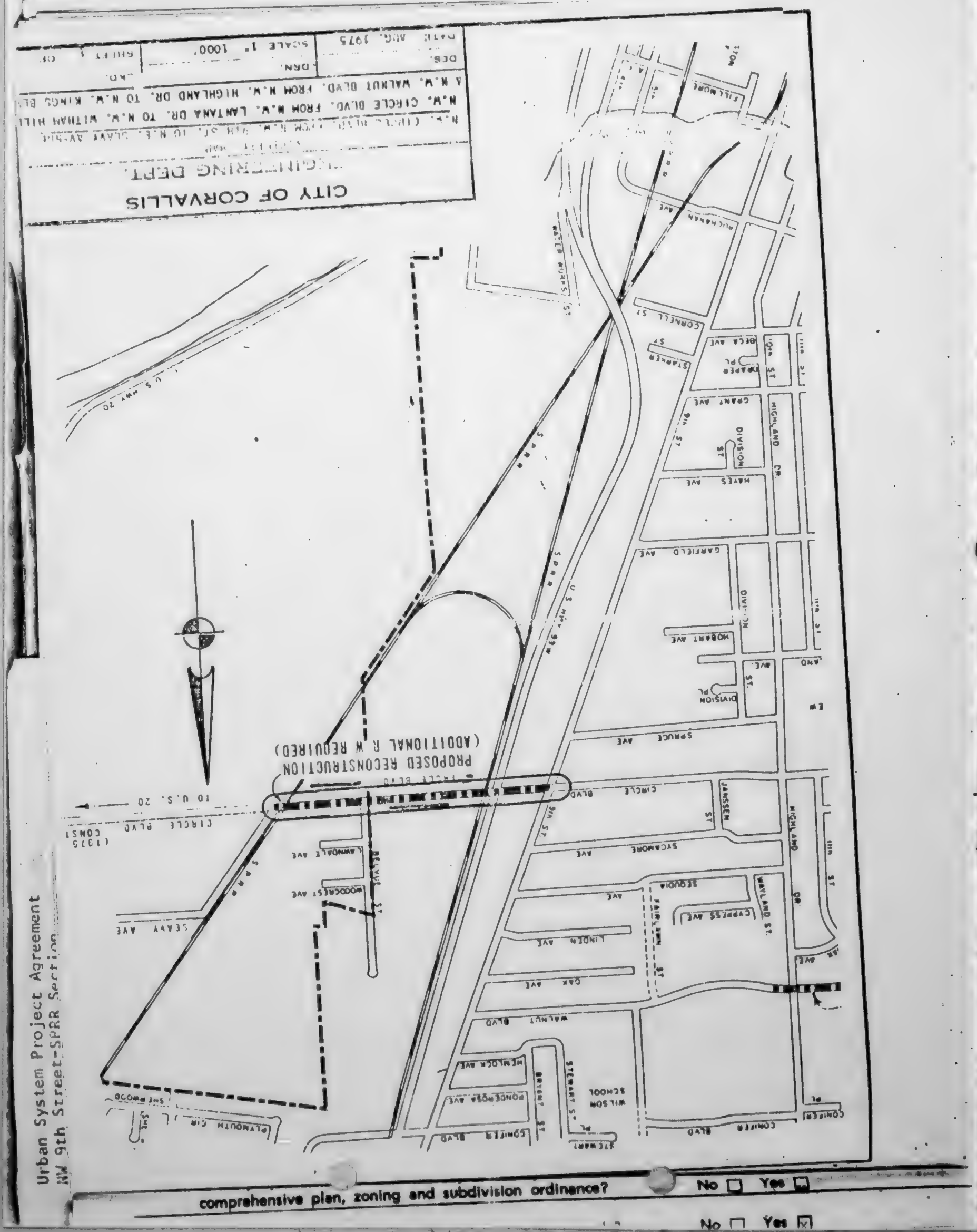
2. Desired Roadway Cross Section: (Attach sketch)

Width 64' Travel Lanes 4 Shoulders No
Medians No Parking No
Curbed Yes Length Curb Radii 20-25 feet
Sidewalk/Bikeway Sidewalk on north side only
Other One left turn refuge lane

FOOTNOTES: Storm drainage system to be constructed with catchbasins in roadway.

Description of Proposed Roadway Work See project description

1.) Circle - 9th to 99W
2.) Seavy 99W Easterly


CITY OF CORVALLIS
ENGINEERING DEPT.
PROPOSED RECONSTRUCTION
(ADDITIONAL R/W REQUIRED)
TO U.S. 20
CIRCLE BLVD CONST (1975)
Urban System Project Agreement
NW 9th Street-SPRR Section
comprehensive plan, zoning and subdivision ordinance?
No ☐ Yes ☐
No ☐ Yes ☒

PROGRAM MANAGEMENT OFFICE MEMO

Date Aug 5, 1977

Subject Bike path Corvallis area File No.

Received (call) (~~visit~~) from Ken Newcomer Hughes-Packard employ

Address Corvallis

Made (call) (~~visit~~) to Project Mgmt. Shaffer Phone 757-2000 Ext. 2374

Reason for contact and general discussion: Can State funds be used for a bike path between 99 W & the Albany-Corvallis Hwy? Yes, explained Bicycle fund (1% of Hwy fund). He wants path along Circle Blvd. Requested Shaffer call Newcomer with status of path on proposed Urban project, and method of requesting bike path construction.

Signature D Swan

File ( ) (X) (DJ) ( ) (S) (T) ( ) ( )
Circulate: PME CE OPE FAE CGE OM Other

N

A 17

ROBERT W. STRAUB
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

August 11, 1978

Charles R. Moore
General Manager
Hewlett Packard
1000 N.E. Circle Blvd.
Corvallis, Oregon 97330

Dear Mr. Moore:

I have your letter of August 4, as well as that of Mr. Kenneth Newcomer, regarding the problems facing bicyclists and pedestrians on Circle Blvd.

I have asked my staff to work with our Department of Transportation to see if a temporary solution is possible prior to the planned reconstruction of the street. I will be back in touch with you as soon as we can come to any conclusions about what might be done.

I am glad to have the problem brought to my attention, and hope that we may be able to devise a solution.

Sincerely,

Governor

RWS:djg
bcc: Don Jones
✓Bob Burco

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage
Trout

RECEIVED
AUG 18 1978
ENGINEERING SECTION

Do Not File
Return To
Bring Up
Action

"J Litchfield
8/21

HEWLETT hp PACKARD

CORVALLIS DIVISION • 1000 N.E. Circle Boulevard, Corvallis, Oregon 97330, Telephone 503 757-2000 TWX # 510-596 0683

August 4, 1978

LOCAL GOVERNMENT RELATIONS DIV

5108

The Honorable Robert Straub
Governor of Oregon
State Capitol Building
Salem, OR 97310

ATTENTION: Mr. Don Jones

Dear Governor Straub:

A number of employees have brought to my attention a safety problem involving their commute to work. Hewlett-Packard Company encourages its employees to car-pool or to seek alternative modes of transportation to help comply with DEQ standards. However, the 1/3-mile portion of Circle Boulevard they must traverse is extremely hazardous for the cyclists and pedestrians.

As part of its agreement with Benton County, Hewlett-Packard already has spent more than $60,000 extending Circle Boulevard 2000' across its own property. Certainly, there must be some way that the remainder of this road can be improved as well.

Sincerely,

Charles R Moore

Charles R. Moore
General Manager

CRM:le

August 4, 1978

The Honorable Robert Straub
Governor of Oregon
Attn: Mr. Don Jones
State Capitol Building
Salem, OR 97310

Dear Governor Straub:

For more than a year I have been working with various state, county, and city officials to try to find a way to solve a very serious traffic problem in Corvallis. The problem involves a narrow, shoulderless portion of Circle Boulevard which serves as a major thoroughfare between OR 99W and U.S. 20. During rush hours, this road is subjected to heavy use by school children, bicycle and automobile commuters, large trucks, and school buses. With as many as fifty bicyclists and pedestrians sharing this road daily with automobile and truck traffic, the risk of serious injury is extremely high.

All of the officials whom I have contacted agree that this deplorable road requires immediate attention. Yet local government bodies feel that they are unable to provide relief in any form because of the chance of jeopardizing the pending Federal Aid Urban (F.A.U.) proposal #2110.

FAU 2110 has provisions for remedying the current situation, but construction cannot begin for two or more years. In light of the immediate safety hazard on this road, I believe that a way must be found to solve the problem this year. On behalf of those who use Circle Boulevard, I appeal to you to help find a solution.

Sincerely,

Kenneth E. Newcomer

Kenneth E. Newcomer
3655 N.W. Roosevelt Drive
Corvallis, OR 97330

KEN:cib

Enclosure

9414 6-1-76 4.

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
110(2)

STATE PROJECT NO.
NW 9th St SPRR Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO
M-78

COUNTY NAME
Benton

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway
State of Oregon
Salem, Oregon

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6/1/76	FAU Route 2110	City Street

GENERAL LOCATION:
City Street - 9th To Seavy Avenue (City of Corvallis)

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering including utility and railroad preparatory work. (Miles 0.4)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

At a total estimated cost of $4,900, Federal funds $3,800 all phases of PRELIMINARY ENGINEERING ~~xxxxxxxxxx~~ necessary to obtain

- ☒ LOCATION ~~xxx~~ and design approval.
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☒ OTHER (Specify)
  Program Approval (TEC $6,400, FF $5,000)
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 5/26/76 letter I approve the subject project for inclusion in the Federal-aid program.

Also, as requested in Mr. Rulien's 5/26/76 letter you are authorized to proceed with the work as shown above.

RECEIVED STATE HWY ENGR JUN 11 '76 REFER TO FOR Info Invest R/D O/R Sign Act File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/1/76	D. K. Hammer	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970 O-411-456

94169

PRO 6-2

May 26, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-2110(2)
Benton County

We are submitting program data for one project, Item No. 78, Project No. M-2110(2), "N.W. 9th Street-SPRR (Corvallis) Sec.", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval of the program, authorization to proceed with all phases of preliminary engineering necessary to obtain location/design approval at an estimated total cost of $4,900 with obligation of $3,800 in federal funds. The EIS will be incorporated with Project No. M-2110(1).

Copies of State Clearinghouse and District 4 Clearinghouse A-95 review approval letters were previously submitted.

DRH:re

Encl.

cc: C. O. Fredrickson (Region 2)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 26, 1976

CARD 2 — REPORT NUMBER: 1 (19)(20) 21 — PROJECT LOCATION (45 typewriter spaces): City St, 9th St to Seavy Ave (Corvallis) 69

ADT — PRESENT: 5,000 — FUTURE: 9,000 (66) — YEAR: 96 (70)(71)(72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces): Preliminary Engineering 28 62 — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(69) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. AUTH YR (74)(75)

PROJECT NUMBER — PREFIX LETTER(S): M- 14 23 — NUMBER: 2110 27

CARD 4 — CLASS OF FEDERAL FUNDS: Urban System — NAME OF URBAN AREA: Corvallis 17-31

COUNTY NAME: Benton (11-13)

ROUTE NO. U — FEDERAL-AID: 2110 (32) — STATE: City St (36) — U.S. (37) -- V

ESTIMATED PROJECT COST BY PHASES

CARD 5 LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
5				PE		"N.W. 9th St.-SPRR (Corvallis) Section"	0.4	6,400	5,000	700	700
5				ROW							
5				CONST (CODE)							
						PROJECT TOTALS	0.4	6,400	5,000	700	700

(16) (23)(24) (32)

CARD 1 CODE 1 — PREPARED BY: DRH

CARD 1 CODE 14 — PROGRAM APPROVAL DATES

REMARKS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 26, 1976

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
t, 9th St to Seavy Ave (Corvallis)	ADT	5,000	9,000	96	10	Oregon	41	W32	78

K (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ering								M-	2110	(2)		

Urban System

Corvallis

COUNTY NAME: Benton — CODE: 003

ROUTE NO. U — FEDERAL-AID: 2110 — STATE: City St — U.S.: -- V

PROGRAM STAGE: [ ] 1 OR [XX] 2

K YPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			0.4	6,400	5,000	700	700	Preliminary Engineering all phases incl. PE by Utility and railroad forces. (Future 44' to 64' curb street with sidewalk/bike path) ROW-80' normal; access control- partial; parking restrictions-partial.
W								
ST		"N.W. 9th St.-SPRR (Corvallis) Section"						
		PROJECT TOTALS	0.4	6,400	5,000	700	700	

DRH

DATES

REMARKS

-OVER-

N.W. 9th STREET - SPRR (CORVALLIS) SECTION
PROJECT NO. M-2110(2)

Existing Facility: Two 10-foot bituminous surfaced travel lanes with 2-foot shoulders.

Adjacent Sections:

West End - - - Four 12-foot bituminous surfaced travel lanes with 8-foot shoulders.
East End - - - Two 10-foot bituminous surfaced travel lanes with 2-foot shoulders.

Project Data: Work under this project consists of preliminary engineering all phases including preliminary engineering by utility and railroad forces for the future construction of Circle Blvd. between 9th Street and 99W to a 44-foot section 99W to SPRR (Seavy Ave.) 64-foot curb to curb width, which includes four travel lanes, a continuous left turn lane and sidewalk/bike path.

System Action, Airports, Water Developments, Historical and Recreational Areas: None involved.

Railroad Crossing Data:

Name of Railroad- - - - -	Southern Pacific Transportation Company	
Crossing Nos. - - - - - -	F-690.70	CK 701.10
No. of Tracks - - - - - -	Two(Mainline & Passing)	One(Mainline)
No. of Trains - - - - - -	10(6 thru & 4 Switch)	10(thru)
No. of Hi-Speed Trains- -	None	None
Existing Crossing - - - - Protection	Cantilever flashing lights with gong and automatic short-arm gates.	Cross-bucks
Proposed Crossing - - - - Protection	To be determined	

FHPM 7-7-2 Requirements: Major action project concurred in by FHWA on March 9, 1976. Environmental Impact Statement will be incorporated with Project M-2110(1).

IM 50-1-70 Requirements: State Clearinghouse and District 4 Clearinghouse A-95 review letters of approval dated April 27, 1976 and May 7, 1976 respectively.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - Opportunity for a hearing will
(b) Location/Design - - Approval will be requested und action.

Data for PR-37:

Preliminary Engineering	Field Work	$4,900.00
	PS&E Preparation	1,500.00
	Total	$6,400.00

Note: This project is in Congressional District No. 1.

RR (CORVALLIS) SECTION

Two 10-foot bituminous surfaced travel lanes
s.

our 12-foot bituminous surfaced travel lanes
ith 8-foot shoulders.
wo 10-foot bituminous surfaced travel lanes
ith 2-foot shoulders.

under this project consists of preliminary
es including preliminary engineering by
forces for the future construction of Circle
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curb to curb width, which includes four travel
left turn lane and sidewalk/bike path.

orts, Water Developments, Historical and Rec-
one involved.

ata:
- - - Southern Pacific Transportation Company
- - - F-690.70 CK 701.10
- - - Two(Mainline & Passing) One(Mainline)
- - - 10(6 thru & 4 Switch) 10(thru)
ins- - None None
- - - Cantilever flashing lights with gong and automatic short-arm gates. Cross-bucks
- - - To be determined

ents: Major action project concurred in by FHWA
Environmental Impact Statement will be incorporated
(1).

ents: State Clearinghouse and District 4 Clear-
w letters of approval dated April 27, 1976 and
ively.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - Opportunity for a hearing will be offered.
(b) Location/Design - - Approval will be requested under separate action.

Data for PR-37:

Preliminary Engineering	Field Work	$4,900.00
	PS&E Preparation	1,500.00
	Total	$6,400.00

Note: This project is in Congressional District No. 1.

9419

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 27, 1976

ROBERT W. STRAUB
GOVERNOR

TO Executive Department
Federal Aid Coordination Unit

Oregon District 4 Council
of Governments
#7 Wellsher Building
Corvallis, Oregon 97330

FROM George N. Hopkins
Project Development Engineer

SUBJECT Notice of Intent for Federal Aid Funds
District 4
N. W. Nineth Street - S. E. Seavy Ave.
FAU-2110 N. E. Circle Blvd.
Corvallis County

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be April 26, 1976.

Attachments

BLG:re

cc: G. L. Green, FHWA
F. B. Klaboe
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
G. N. Hopkins, County-City
B. L. Gifford
D. E. Swan
C. O. Fredrickson
H. C. Johnson
Aeronautics Division

RECEIVED
STATE HWY ENGR
MAR 26 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
R. L. SCHROEDER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | [1-8] PNRS # | Page One

02 [12] APPLICANT: State Highway Division [45] | [46] DIVISION: Department of Transportation [79]

03 [12] APPLICANT ADDRESS STREET: State Hihgway Building [45] | [46] CITY: Salem [60] | [76] ZIP: 97310 [80]

04 [12] CONTACT PERSON: L. W. Rulien [45] | [46] AREA CODE: 503 [48] | [49] PHONE: 378 [55] | [56] EXTENSION: 6563 [59]

01 [12] PROJECT TITLE: N. W. Nineth Street - S. W. Seavey Ave. District 4 [71]

11 [12] PROJECT LOCATION—CITY: FAU-2110 N. E. Circle Blvd. | PROJECT LOCATION—COUNTY: Corvallis | PROJECT LOCATION SEC: -- T: 11S R: 5W [79]

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 [12] This project, approximately 0.45 miles in length, involves preliminary [71]

07 [12] engineering, right-of-way acquisition, grading, paving and incidental work [71]

08 [12] to provide a continuity of route of Circle Blvd. from East to West. [71]

09 [12] (See Attachments) [71]

10 [12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
292,500	--	41,250	41,250	--	375,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79] [71]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 [12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45] | [46] FEDERAL SUB-AGENCY NAME: FHWA [79]

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: March 27, 1976

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [X] 33 No [ ] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH: April [42] | [43] DAY: 26, [44] | [45] YEAR: 1976 [46]

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☐

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning and Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: March 27, 1976

VI. If project includes state funds (12C), identify agency State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL
First Year	%	$	%	$	% $
Second Year	%	$	%	$	% $
Third Year	%	$	%	$	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

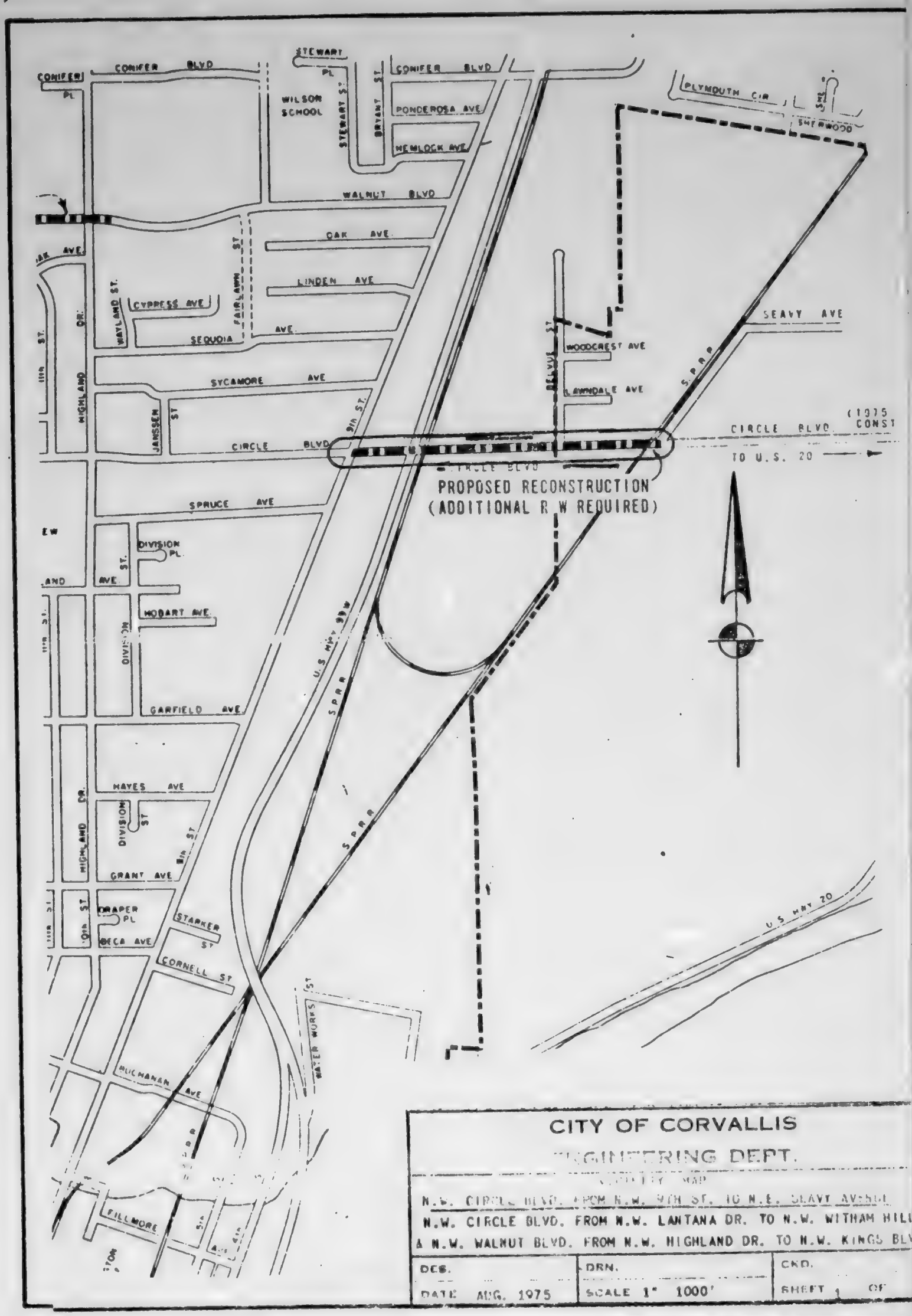
PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

17 (E) This is a Category 2 project of Major Significant Environmental impact under Oregon's Action Plan.

This project is proposed by Local Government, City of Corvallis, in cooperation with the State Highway Division and the Federal Highway Administration.

Corridor/Design hearings will be held following Oregon Action Plan Procedures.

EXHIBIT B



CITY OF CORVALLIS

ENGINEERING DEPT.

SURVEY MAP

N.W. CIRCLE BLVD. FROM N.W. 9TH ST. TO N.E. SEAVY AVENUE

N.W. CIRCLE BLVD. FROM N.W. LANTANA DR. TO N.W. WITHAM HILL

& N.W. WALNUT BLVD. FROM N.W. HIGHLAND DR. TO N.W. KINGS BLV

DES.	DRN.	CKD.
DATE AUG. 1975	SCALE 1" 1000'	SHEET 1 OF

9419

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Oregon Project M-2110(-)
NW Ninth Street-NE Seavy Avenue Section
NE Circle Blvd.
SUBJECT: Benton County
Project Assessment

DATE: March 9, 1976

In reply refer to: 1041B.2

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: L. W. Rulien, Project Management Engineer

Your February 11 memorandum concerning the project assessment on the subject project has been reviewed.

On October 14, 1975 we had recommended that the NW Witham Hill Drive to NW Arbol Place Section of Circle Blvd. include a section from Harrison Blvd. to Seavey Avenue--SPRR in the EIS for this proposal.

The subject proposal would then be included in the overall EIS for Circle Blvd. and the proposed assessment would be a duplication.

Therefore our recommendation would be to include this proposal with the overall Circle Blvd. EIS with the possibility of making two construction sections using Ninth Street as the breaking point.

William H. Kappus
G. L. Green

Loi

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 2, Welsh)

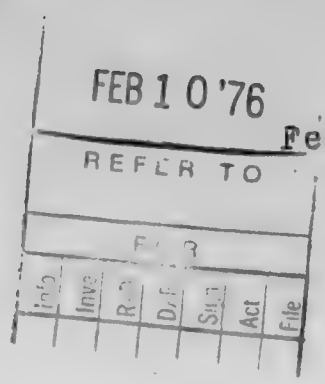
RECEIVED
STATE HWY ENGR
MAR 11 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Cy Salvaging

9419

committee for **livable neighborhoods**

Co-Directors
Carly Davis
Marie Wilson



February 7, 1976

NOTED
E. S. HUNTER

Mr. Gary Potter
Environmental Unit
Oregon State Hwy Div.
State Hwy Building
Salem, Oregon 97310

Re: E. Circle Blvd Street Widening Improvement between 9th Street and Seavy, Corvallis

We the Committee for Livable Neighborhoods would like to go on record as stating our concern regarding the categorzation of the proposed street widening improvement of the eastern portion of Circle Blvd.

Presently the western extension of Circle Blvd is being considered for FAU funding and is part of the same FAU route. This project is a category II requiring an environmental impact statement. The Circle Blvd E. improvement is in close proximity to the Hewlett Packard site and Circle 9 shopping area, we feel the street improvement in this area will have a profound impact on the western portion of Circle Blvd. We would like to point out that the western portion is heavily residential. Allowing a street improvement of the Eastern portion of Circle Blvd. would infact have a detrimental effect on the western residential areas of Circle Blvd, 36 Street and Harrison Street.

Appropriate agencies have been contacted expressing our concerns regarding the western extension of Circle Blvd. There has been no solution to the dilemma at this time, therefore, it is imperitive that an environmental impact statement should be done on the eastern improvement because of the additional traffic that would be generated.

It is our understanding that when FAU money is to be used on a project the whole FAU route must be taken into consideration. For these reasons as well as those which have required an environmental impact on the western extension, we request a categorzation II be placed on this street widening improvement of eastern Circle Blvd.

Could you please tell us what phase this project currently is in?

Sincerely,

Marie A. Wilson

Carly Davis

NOTED
R. L. SCHROEDER

cy Brown
Vessely
2-11-76

cc
Mr. Richard Benner, Attorney
Mr. Dean Smith, City Manager Corvallis
Mr. Hunter, Director
State Hwy Dept.

• 3450 N. W. CIRCLE BOULEVARD, CORVALLIS, OR 97330 • PHONE (503) 752-8319 •

9419

February 5, 1976

Benton County Board of Commissioners
Courthouse
Corvallis, OR 97330

Attn: Bill Flynn
Director of Records & Elections

MISC. CONTRACTS and
AGREEMENTS No. 5557

Gentlemen:

Attached for your files is a fully executed copy of an Urban System Project Agreement covering the widening and improvement of a portion of Circle Boulevard on FAU 2110.

We are sending a fully executed copy of this agreement to the City of Corvallis and we are also retaining a copy for the Transportation Commission's files.

Very truly yours,

C. W. Read
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

9411

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 20, 1975

TO Oregon ~~Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Federal Aid Urban System
Project Requests

Six requests for approval of Urban System projects will be presented for your consideration at the May 30 meeting.

The City of Corvallis is requesting a $265,000 project to four-lane a 0.4 mile segment of Seavy Avenue.

Two short street improvements totalling $110,000 are being requested by the City of Forest Grove.

The City of Portland is requesting two projects on North Columbia Boulevard. One is a $200,000 preliminary engineering project covering a 1.5-mile section. The other project is a $900,000 request to improve a 0.5-mile section of North Columbia Boulevard.

The sixth project request is for the development of exclusive high-occupancy vehicle lanes on the Banfield Freeway. This request requires a transfer of Urban System funds to Urban Extension funds. Local officials have approved the transfer.

Federal Urban System funds for these projects are estimated at $2,051,500, with the State providing approximately $416,250 in match funds and approximately $162,250 being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Highway program. I recommend

your approval of these projects and request authority to sign project agreements for and on your behalf.

Atts.

bc: C. W. Head
A. E. Johnson
E. S. Hunter
L. W. Rullen
V. E. Skoog
Ed Hardt
Gary Sund
George M. Baldwin
R. L. Schroeder
H. S. Coulter
D. N. Harwell
R. N. Bothman
C. O. Fredrickson
Jack Graham

RU:scr srb

CITY OF CORVALLIS
Proposed Urban System Project

N. W. 9th Street-Southern Pacific Railroad (Corvallis) Section
N. E. Seavy Avenue, FAU 2110
Grading, paving, right-of-way
0.4 mile; $265,000

This project entails all the work and costs to improve Seavy Avenue to a four-lane curbed street section.

Acquire necessary right-of-way.

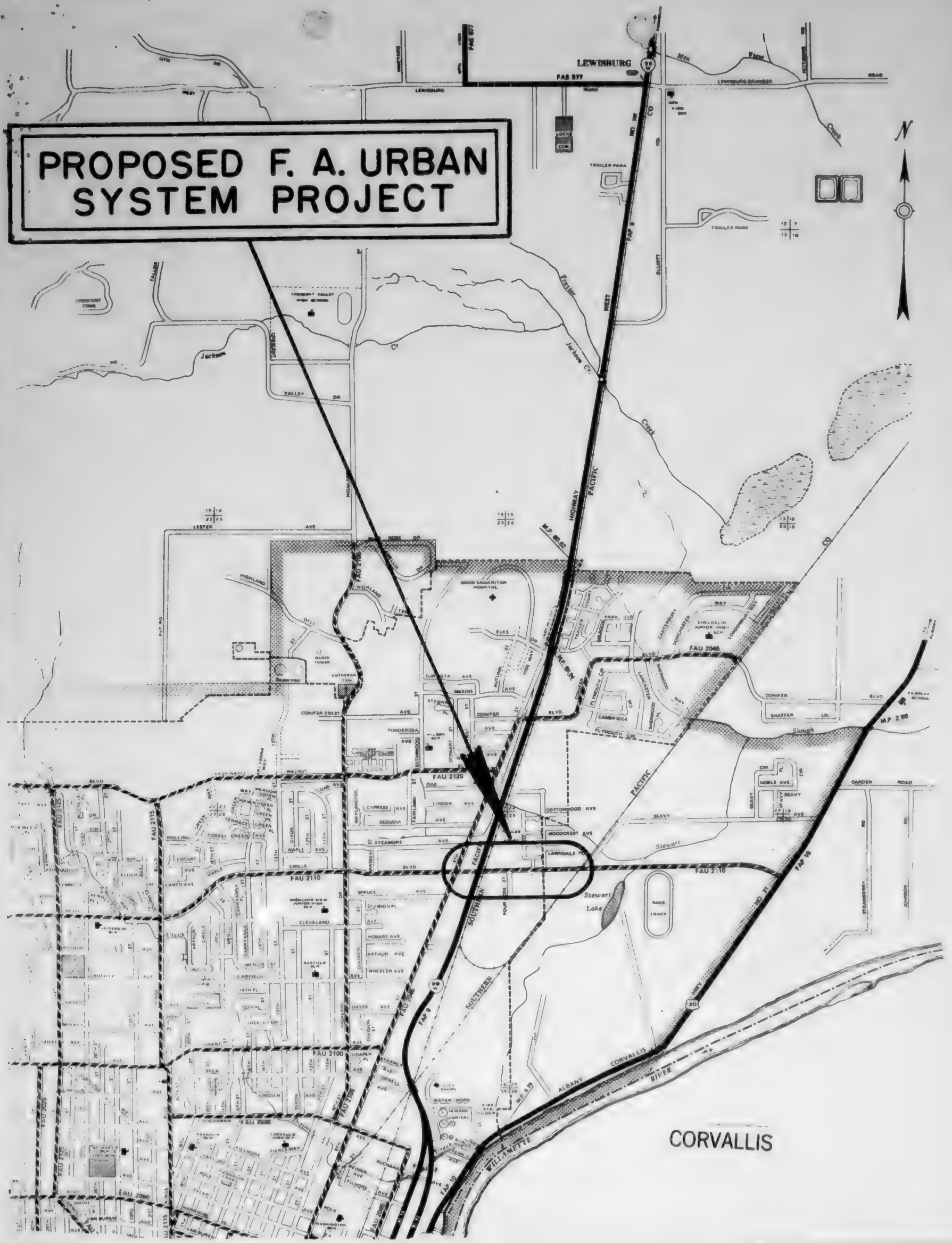
Perform construction engineering.

Construct a 64-foot, curb-to-curb street section (44 feet curb-to-curb from 9th Street to Pacific Highway West).

Provide sidewalks.

75-f
5/14/75

PROPOSED F. A. URBAN SYSTEM PROJECT



1982 32nd St.- Crest Motel 9420
(Astoria) Sec. of the Columbia R.
Hwy. (Gr., Pav., Sign.)

STATE COPY cc: OSHD (Coulter)

r11

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Clatsop	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
11/19/84	W. H. Kappus, Area Engineer	F-FR-1(16)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
8/11/82	3/17/83	63 %	260 CWD

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

32ND STREET - CREST MOTEL (ASTORIA)
COLUMBIA RIVER HIGHWAY
Grading, Paving & Signing

This project provided for the widening of 1.7 miles of highway to 32 feet (two 12' lanes and two 4' shoulders) with sidewalks. A 3500 foot section included a continuous left-turn median.

Final project costs overran by approximately 4.5 percent. The additional costs resulted from overruns in flagging and AC leveling quantities. There were no contract claims.

A final inspection of the completed project was made December 14, 1982.

RECEIVED
STATE HWY ENGR
NOV 28 '84
REFER TO Fredrickson
FOR
Info | Insp | R/D | D/R | Sign | Ayt | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE [Original Signed] WILLIAM H KAPPUS Area Engineer W. H. Kappus		SIGNATURE [illegible] HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 11/26/84	TITLE Field Operations Engineer	DATE 11/27/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

9420

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-36	U.S. Department of Transportation Federal Highway Administration	State: OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: CLATSOP
MODIFICATION NUMBER 4	10-2-84	Project Number: F-FR-1(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 18 ,19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,562,217.00	$ 1,569,718.00
Federal funds	$ 1,377,567.00	$ 1,384,176.00
Other revisions		(010-554,312 110-829,864)

This modification is made for the following reasons: To include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of October ,19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 1, 1984

FEDERAL AID PROJECT NO. F-FR-1(16)

32ND ST. CREST MOTEL (ASTORIA)
COLUMBIA RIVER HIGHWAY
CLATSOP COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6204 (PRIMARY FUNDING)
ROADWAY (Sta. 10+00 to Sta. 45+00)

TOTAL from Revised Project Agreement of July 6, 1984 — $ 628,615.00

TYPE CODE 6204 (FR FUNDING)
ROADWAY (Sta. 45+00 to Sta. 100+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 12.00	192	$ 2,304.00	343	$ 4,116.00
Flagmen	22.50	2,254	50,715.00	2,385	53,662.50
Trench Excavation	9.50	980	9,310.00	1,206.6	11,462.70
SUBTOTALS			$ 62,329.00		$ 69,241.20

Increase	$ 6,912.20
SUBTOTAL from estimate of June 28, 1982	836,517.
SUBTOTAL	$ 843,430.14
Engineering	97,672.86
TOTAL	$ 941,103.00

Length of Primary Roadway ---------- 0.663 mile
Length of 3R Roadway ---------- 1.042 mile
TOTAL 1.705 mile

Cost of Roadway Per Mile ---------- $920,655.72

SUMMARY OF FUNDS (88.18%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Primary Funding	010	$ 628,615.00	$ 554,312.00	$ 74,303.00
3R Funding	110	941,103.00	829,864.00	111,239.00
TOTAL		$1,569,718.00	$1,384,176.00	$185,542.00

Group 1: 37%; Group 2: 57%; Group 8: 6%
Contract No. 9420
Prefix: 4-1937
Prefix: 4-1039

WH:pf

9420

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-51+68	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Clatsop
MODIFICATION NUMBER 3	7-11-84	Project Number: F-FR-1(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 18 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,556,217	$ 1,562,217
Federal funds	$ 553,430 (010) 818,841 (110)	~~554,317 (010)~~ $ 823,250 (110)
Other revisions		554,312. (010) sw

This modification is made for the following reasons:

To include increased construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of July , 19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____
For
Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 6, 1984

FEDERAL AID PROJECT NO. F-FR-1(16)

32nd St. Crest Motel (Astoria)
Columbia River Highway
Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6204 (Primary Funding)
Roadway (Sta. 10+00 to Sta. 45+00)

Subtotal from previsouly Revised Project Agreement of June 28, 1983		$ 562,514.53
	Engineering	66,100.47
	TOTAl	$ 628,615.00

TYPE CODE 6204 (FR Funding)
Roadway (Sta. 45+00 to Sta. 100+00)

Subtotal from previously Revised Project Agreement of June 28, 1982		$ 836,517.94
	Engineering	97,084.06
	TOTAl	$ 933,602.00

Length of Primary Roadway ----------	0.663 mile
Length of 3R Roadway ----------	1.042 mile
TOTAL	1.705 mile
Cost of Roadway Per Mile ----------	$916,256.30

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Primary Funding	010	$ 628,615.00	$ 554,317.00	$ 74,298.00
3R Funding	110	933,602.00	823,250.00	110,352.00
TOTAL		$1,562,217.00	$1,377,567.00	$ 184,650.00

Group 1: 37% Group 2: 57% Group 8: 6%
Contract No. 9420
Prefix: 4-1937
Prefix: 4-1039

WH:me

1420

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 7-4		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clatsop
MODIFICATION NUMBER 2	6-30-83	Project Number F-FR-1(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 18 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,514,540.00	$1,556,217.00
Federal funds	$ 516,880.00 (010) 818,841.00 (110)	553,430.00 (010) 818,841.00 (110)
Other revisions		

This modification is made for the following reasons: to include approved funds for City of Astoria water facilities relocation.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of June , 19 83 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry A. Potter
Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon June 28, 1983

Federal-Aid Project No. F-FR-1(16)

32nd St.-Crest Motel (Astoria)
Columbia River Highway
Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6204 (Primary Funding)
Roadway (Sta. 10+00 to Sta. 45+00)

Subtotal of previous estimate of December 31, 1982			$ 520,833.81
Additional Items			
Astoria Water Facilities Relocation	All Required		$ 41,680.72
		Subtotal	$ 562,514.53
		Engineering	65,100.47
		Total	$ 627,615.00

Type Code 6204 (FR Funding)
Roadway (Sta. 45+00 to Sta. 100+00)

Total the same as previous estimate of June 28, 1982	$ 928,602.00
Length of Primary Roadway	0.663 mi.
Length of 3R Roadway	1.042 mi.
Total	1.705 mi.
Cost of Roadway Per Mile	$ 912,737.24

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Primary Funding	010	$ 627,615.00	$ 553,430.00	$ 74,185.00
3R Funding	110	928,602.00	818,841.00	109,761.00
Total		$ 1,556,217.00	$ 1,372,271.00	$ 183,946.00

Group 1-37%; Group 2-57%; Group 8-6%
Contract No. 9420
Prefix: 4-1937
Prefix: 4-1039

State Copy

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 7-18		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Clatsop
MODIFICATION NUMBER 1	6/24/82	Project Number F-FR-1(16)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 18, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$1,414,702.00	$1,514,540.00
Federal funds	$1,247,484.00	$1,335,521.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of June, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By W.J. Wolfe

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 28, 1982

Federal-Aid Project
No. F-FR-1(16)

32nd St.-Crest Motel (Astoria)
Columbia River Highway
Clatsop County

Revised Project Agreement Estimate

Type Code 6204 (Primary Funding)
Roadway (Sta. 10+00 to Sta. 45+00)

Total the same as previous estimate of December 13, 1981 — $585,938.00

Type Code 6204 (FR Funding)
Roadway (Sta. 45+00 to Sta. 100+00)

Subtotal of previous estimate of December 13, 1981 — $736,679.94

Previous Estimate

Flagman	900 Hour	22.50	$ 20,250.00
Aggregate Shoulders	1,300 Ton	10.25	13,325.00
Class "C" Asphalt Concrete Mixture	4,280 Ton	16.25	69,550.00
Class "C" Asph. Conc. in Leveling	1,260 Ton	16.25	20,475.00
Asphalt Cement in Mixture	325 Ton	185.00	60,125.00
8" Sewer Pipe	646 Lin. Ft.	15.00	9,690.00
Concrete Walks	1,358 Sq. Yd.	14.25	19,266.00
			$212,681.00

Revised Estimate

Flagman	2,254 Hour	22.50	$ 50,715.00
Aggregate Shoulders	1,804 Ton	10.25	18,491.00
Class "C" Asphalt Conc. Mixture	4,772 Ton	16.25	77,545.00
Class "C" Asphalt in Leveling	2,244 Ton	16.25	36,465.00
Asphalt Cement in Mixture	453 Ton	185.00	83,805.00
8" Sewer Pipe	905 Lin. Ft.	15.00	13,635.00
Concrete Walks	2,236 Sq. Yd.	14.25	31,863.00
			$312,519.00

Increase	$ 99,838.00
Subtotal	$836,517.94
Engineering	92,084.06
Total	$928,602.00

Length of Primary Roadway --------- 0.663 mi.
Length of 3R Roadway ---------- 1.042 mi.
Total 1.705 mi.

Cost of Roadway Per Mile ----------$888,293.26

Work Retained in Program Status
(not included in amounts below)

Slide Correction	All Required	$ 40,000.00
Bikeway Signs	All Required	200.00
Bikeway Striping & Stenciling	All Required	$ 1,800.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Primary Funding	010 - G-1	$ 585,938.00	$ 516,680.00	$ 69,258.00
3R Funding	110 - G-2	928,602.00	818,841.00	109,761.00
TOTALS		$1,514,540.00	$1,335,521.00	179,019.00

Group 1 37%; Group 2 57%; Group 8 6%
Contract No. 9420
Prefix: 4-1937
Prefix: 4-1039

9420

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
1-124 & 135	FEDERAL-AID PROJECT AGREEMENT	Oregon
	11/2/82	County: Clatsop
		Project No.: F-FR-1(16)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

32nd St.-Crest Motel (Astoria)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-23-81	1.705
OTHER *(Specify)*		

FUNDS ~~PRO RATA~~ 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
585,938.00 (010)	516,680.00 (010)
$ 828,764.00 (110)	$ 730,804.00 (110)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

~~X~~X For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by
Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon December 31, 1981

Federal Aid Project
No. F-FR-1(16)

32nd St.-Crest Motel (Astoria)
Columbia River Highway
Clatsop County

PROJECT AGREEMENT ESTIMATE

Type Code 6204 (Primary Funding)
Roadway (Sta. 10+00 to Sta. 45+00)

Mobilization	(40 %)	All Required	$ 40,800.00
Temporary Protection and Direction of Traffic	(40 %)	All Required	3,800.00
Temporary Signs	112 Sq. Ft.	12.00	1,344.00
Temporary Barricades	14 Each	38.00	532.00
Temporary Plastic Safety Markers	13 Each	60.00	780.00
Flagmen	700 Hour	22.50	15,750.00
Clearing and Grubbing	(60 %)	All Required	13,392.00
Removal of Structures and Obstructions	(40 %)	All Required	14,000.00
Embankment in Place	7,674 Cu. Yd.	9.50	72,903.00
Trench Excavation	370 Cu. Yd.	9.50	3,515.00
Finishing Roadbed and Slopes	(50 %)	All Required	750.00
Watering	50 M-Gal.	6.00	300.00
Aggregate Shoulders	40 Ton	10.25	410.00
Lime Treated Subgrade	8,750 Sq. Yd.	1.60	14,000.00
Lime For Treated Subgrade	100 Ton	90.00	9,000.00
Treated Base Mixture	7,280 Ton	13.25	96,460.00
Cement in Treated Base Mixture	395 Ton	77.00	30,415.00
Class "C" Asphalt Concrete Mixture	3,220 Ton	16.25	52,325.00
Class "C" Asphalt Concrete Mixture in Leveling	840 Ton	16.25	13,650.00
Asphalt Cement in Mixture	235 Ton	185.00	43,475.00
Asphalt in Tack Coat	4 Ton	200.00	800.00
Concrete in Walls	37 Cu. Yd.	345.00	12,765.00
Reinforcement in Walls	715 lbs.	0.55	393.25
Pipe Handrail	145 Lin. Ft.	23.00	3,335.00
8-inch Sewer Pipe	354 Lin. Ft.	15.00	5,310.00
Extra for Pipe Under Pavement	40 Lin. Ft.	6.00	240.00
Concrete Inlets, Type G-1	12 Lin. Ft.	475.00	5,700.00

3-inch Drain Pipe	800 Lin. Ft.	4.25	3,400.00
4-inch Drain Pipe	400 Lin. Ft.	5.00	2,000.00
Filter Fabric	2,320 Sq. Yd.	1.00	2,320.00
Aggregate in Drains	290 Cu. Yd.	12.00	3,480.00
Concrete Walks	990 Sq. Yd.	14.25	14,107.50
Concrete Driveways	110 Sq. Yd.	16.25	1,787.50
Concrete Curbs	3,130 Lin. Ft.	4.25	13,302.50
Extra for Asphalt Approaches	22 Each	225.00	4,950.00
Adjusting Manholes	9 Each	300.00	2,700.00
Adjusting Inlets	1 Each	300.00	300.00
Capping Inlets	4 Each	200.00	800.00
Roadside Seeding and Mulching	1 Acre	700.00	700.00
Removal of Existing Sign Installations	(40 %)	All Required	400.00
Wood Sign Posts	(53 %)	All Required	1,219.00
Sign Support Footings	(35 %)	All Required	1,452.50
Special Pipe Sign Supports	(44 %)	All Required	2,640.00
Type "C" and "D" Signs in Place	54 Sq. Ft.	9.00	486.00
Type "EE" Signs in Place	19 Sq. Ft.	12.00	228.00
Type "T" Signs in Place	74 Sq. Ft.	17.50	1,295.00
Move and Reinstall Existing Signs	(52 %)	All Required	1,041.56
			$514,753.81

Anticipated Items

Permanent Pavement Striping	(40 %)	All Required	$ 1,000.00
Temporary Pavement Striping	(40 %)	All Required	1,280.00
Temporary Erosion Control	(50 %)	All Required	800.00
Asphalt Cement Adjustment	(40 %)	All Required	3,000.00
			$ 6,080.00
		SUBTOTAL	$520,833.81
		Engineering	65,104.19
		TOTAL	$585,938.00

Type Code 6204 (FR Funding)
Roadway (Sta. 45+00 to Sta. 100+00)

Furnishing Field Laboratory	1 Each	3,500.00	$ 2,500.00
Mobilization	60 %	All Required	61,200.00
Temporary Protection and Direction of Traffic	60 %	All Required	5,700.00
Temporary Signs	192 Sq. Ft.	12.00	2,304.00
Temporary Barricades	29 Each	38.00	1,102.00

Temporary Plastic Safety Markers	27 Each	60.00	1,620.00
Temporary Concrete Barrier, Reflectorized	900 Lin. Ft.	21.00	18,900.00
Flagmen	900 Hour	22.50	20,250.00
Clearing and Grubbing	(40 %)	All Required	8,928.00
Removal of Structures and Obstructions	(60 %)	All Required	21,000.00
Embankment in Place	1,426 Cu. Yd.	9.50	13,547.00
Trench Excavation	980 Cu. Yd.	9.50	9,310.00
Finishing Roadbed and Slopes	(50 %)	All Required	750.00
Watering	60 M-Gal.	6.00	360.00
Structure Excavation	980 Cu. Yd.	8.00	7,840.00
Shoring, Cribbing, Etc.		All Required	17,500.00
Aggregate Shoulders	1,300 Ton	10.25	13,325.00
Lime Treated Subgrade	8,250 Sq. Yd.	1.60	13,200.00
Lime For Treated Subgrade	90 Ton	90.00	8,100.00
Treated Base Mixture	4,420 Ton	13.25	58,565.00
Cement in Treated Base Mixture	245 Ton	77.00	18,865.00
Class "C" Asphalt Concrete Mixture	4,280 Ton	16.25	69,550.00
Class "C" Asphalt Concrete Mixture in Leveling	1,260 Ton	16.25	20,475.00
Asphalt Cement in Mixture	325 Ton	185.00	60,125.00
Asphalt in Tack Coat	7 Ton	200.00	1,400.00
Metal Bin Type Retaining Wall, Station 69+25		All Required	12,750.00
Metal Bin Type Retaining Wall, Station 73+25		All Required	66,500.00
8-inch Sewer Pipe	646 Lin. Ft.	15.00	9,690.00
12-inch Sewer Pipe	52 Lin. Ft.	41.00	2,132.00
15-inch Sewer Pipe	20 Lin. Ft.	41.00	820.00
12-inch Slotted Drain Pipe	20 Lin. Ft.	70.00	1,400.00
Extra for Pipe Under Pavement	1,290 Lin. Ft.	6.00	7,740.00
Concrete Manholes	1 Each	2,000.00	2,000.00
Concrete Inlets, Type G-1	27 Each	475.00	12,825.00
Concrete Inlets, Type B	1 Each	700.00	700.00
3-inch Drain Pipe	1,180 Lin. Ft.	4.25	5,015.00
4-inch Drain Pipe	610 Lin. Ft.	5.00	3,050.00
6-inch Drain Pipe	640 Lin. Ft.	6.25	4,000.00
8-inch Drain Pipe	1,360 Lin. Ft.	7.75	10,540.00
Filter Fabric	6,120 Sq. Yd.	1.00	6,120.00
Aggregate in Drains	880 Cu. Yd.	12.00	10,560.00
Guard Rail, Type 2A	1,438 Lin. Ft.	14.00	20,132.00
Guard Rail Anchors, Type 1	6 Each	300.00	1,800.00
Rail End Pieces, Type C	6 Each	100.00	600.00
Concrete Walks	2,710 Sq. Yd.	14.25	38,617.50
Concrete Driveways	270 Sq. Yd.	16.25	4,387.50

Concrete Curbs	5,730 Lin. Ft.	4.25	24,352.50
Extra For Asphalt Approaches	20 Each	225.00	4,500.00
Extra For Asphalt Sidewalk Ramps	2 Each	225.00	450.00
Drainage Curbs	2,270 Lin. Ft.	2.25	5,107.50
Delineators Type 2	20 Each	22.00	440.00
Delineators Type 4	7 Each	22.00	154.00
Adjusting Manholes	12 Each	300.00	3,600.00
Adjusting Inlets	3 Each	300.00	900.00
Roadside Seeding and Mulching	1 Acre	700.00	700.00
Removal of Existing Sign Installations	60 %	All Required	600.00
Wood Sign Posts	47 %	All Required	1,081.00
Sign Support Footings	65 %	All Required	2,697.50
Special Pipe Sign Supports	56 %	All Required	3,360.00
Type "C" and "D" Signs in Place	39 Sq. Ft.	9.00	351.00
Type "EE" Signs in Place	25 Sq. Ft.	12.00	300.00
Type "T" Signs in Place	52 Sq. Ft.	17.50	910.00
Move and Reinstall Existing Signs	48 %	All Required	961.44
			$728,259.94

Anticipated Items

Permanent Pavement Striping	(60 %)	All Required	$ 1,500.00
Temporary Pavement Striping	(60 %)	All Required	1,920.00
Temporary Erosion Control	(50 %)	All Required	1,200.00
Asphalt Cement Adjustment	(50 %)	All Required	3,000.00
On-the-job Trainee (1-1,000 hr. at $800)		All Required	800.00
			$ 8,420.00

SUBTOTAL	$736,679.94
Engineering	92,084.06
TOTAL	$828,764.00

Length of Primary Roadway ---------- 0.663 mi.
Length of 3R Roadway ---------- 1.042 mi.
1.705 mi.

Cost of Roadway Per Mile ----------$829,737.24

Work Retained in Program Status
(not included in amounts below)

Slide Correction	All Required	$ 40,000.00
Bikeway Signs	All Required	200.00
Bikeway Striping and Stencils	All Required	1,800.00

SUMMARY OF FUNDS (88.18%)

Description			Total Cost	Federal Funds	State Funds
Primary Funding	010	G-1	$ 585,938.00	$ 516,680.00	$ 69,258.00
3R Funding	110	G-2	828,764.00	730,804.00	97,960.00
			$1,414,702.00	$1,247,484.00	$167,218.00

Group 1 37%; Group 2 57%; Group 8 6%
Contract No. 9420
Prefix: 4-1937
Prefix: 4-1039

32nd St.-Crest Motel (Astoria)
Nonparticipating-State Work

Furnishing and Installing Mailbox Posts	16 Each	90.00	$ 1,440.00

9420

F

DATE: February 15, 1984

TO: Oregon Transportation Commission CON 5

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
32nd St.-Crest Motel (Astoria) Section
Columbia River Highway, Clatsop County
Contract No. 9420

This federal-aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $85,800 or 5.9 percent.

The quantities of asphalt concrete paving mix provided in the contract were insufficient to construct the project. The main difference was the amount of material used in leveling and in construction of street connections, driveways and flares. The additional quantities were required in order to construct the project to acceptable standards and to provide safe driving conditions for the public during construction. The overrun of the three paving items added approximately $99,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $85,800 to a new total of $1,549,372.97. This matter will be on the consent calendar for the February 28 meeting.

OBJ:HHP:mk lks

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
D. O. Christensen
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: February 9, 1984

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
32nd St.-Crest Motel (Astoria) Section
Columbia River Highway, Clatsop County
Contract No. 9420

This federal aid grading and paving project has been completed and it is now apparent that the final cost will exceed the project authorization by $85,800.00 or 5.9 percent.

The quantities of asphalt concrete paving mix provided in the contract were insufficient to construct the project. The main difference was the amount of material used in leveling and in construction of street connections, driveways and flares. The additional quantities were required in order to construct the project to acceptable standards and to provide safe driving conditions for the public during construction. The overrun of the three paving items added approximately $99,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $85,800.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: Duane O. Christensen
Chet Anderson
R. D. Church
D. E. Swan

O.K. - WSS

COM/MEM/5

81.125.1387

9420

May 3, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
Water Facilities Relocation
City of Astoria
32nd St.-Crest Motel (Astoria) Section
Columbia River Highway
Clatsop County
Project No. F-FR-1(16)

RECEIVED
TECHNICAL SERVICES
MAY 20 '83
REFER TO
FOR
Info | Insp | R/D | D/R | Sign | Act | File

Reference is made to D. E. Swan's letters of December 15, 1981 and May 17, 1982 which submitted estimates of cost for the relocation of the City of Astoria's water facilities and to your Letters of Approval and/or Authorization, dated December 22, 1981 and May 26, 1982 which approved participation in the estimated cost of $22,340. Copies of the letters and your PR-1240s are attached.

The relocation of the water facilities has been completed and a final billing of cost received. The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The final total audited cost was found to be $41,680.72. Copies of the billings and audit report are attached.

The final cost of $41,680.72 exceeds the estimated cost of $22,340 by $19,340.72 or 86.57%. The City, in a letter dated April 12, 1983, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The City of Astoria has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $41,680.72 is requested.

JMC/GAP/llr
Attachments
cc: E. S. Hunter
J. M. Cartwright
Jerry J. Miller
Rich Evans - Hwy. Acct.

9420

B

March 24, 1983

United Pacific Insurance Co.
Bond Department
33405-8th Ave., S C-3000
Federal Way, WA 98003

CON 5
Contract No. 9420

Gentlemen:

Contract No. 9420 awarded to J. C. Compton Company for work on the 32nd St.-Crest Motel (Astoria) Section of the Columbia River Highway in Clatsop County was completed on March 14, 1983 and accepted by the State Highway Division on March 17, 1983.

Final payment in the amount of $732.78 will be released to the contractor after March 29, 1983. The total contract amount is $1,346,135.02 including $7,045.30 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn:ah
cc J. C. Compton Company
P. O. Box 768
McMinnville, OR 97128

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
C. O. Fredrickson

7450

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 32nd STREET-CREST MOTEL (ASTORIA)		WEEK ENDING: March 12, 1983
		SECTION PREFIX: 4-1039-900
HIGHWAY: COLUMBIA RIVER		COUNTY: CLATSOP
NAME OF JOB: 32nd STREET-CREST MOTEL (ASTORIA)	KIND OF WORK: GRADING, PAVING, AND SIGNING	
CONTRACTOR: J C COMPTON COMPANY	CONTRACT NUMBER: 9420	FEDERAL AID PROJECT NUMBER: F-FR-1(16)
DATE OF CONTRACT: DECEMBER 22, 1981	DATE WORK STARTED: JANUARY 29, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR WORKDAYS 260	CALENDAR WORKDAYS USED 164
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 63
PROJECT AUTHORIZATION: $1,463,572.97	ENGINEERING AUTHORIZATION: $104,076.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $1,359,496.67	ENGINEERING COST TO DATE: $144,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 104.7
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,389,282.00		DATE PROJECT WAS COMPLETED: AUGUST 11, 1982
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 4 %	PERCENT OF AUTHORIZATION: 139 %	

SEMIFINAL SUBMITTED.....SEPTEMBER 9, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			
			EMBANKMENT	CTB	AGGR SHLD	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT *							
MILES PARTIALLY COMPLETED *							
MILES COMPLETED *							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			9100 CY	11700 TON	1340 TON		9600 TON
TOTAL QUANTITIES CORRECTED TO DATE			8100 CY	10200 TON	3500 TON		12750 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			8100 CY	10200 TON	3500 TON		12750 TON
AVERAGE DAILY QUANTITIES *							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME *							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

NONE.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6		164		Third Notification issued on March 7, 1983.
MONDAY 7		"		THIS IS THE LAST REPORT FOR THIS PROJECT.
TUESDAY 8		"		
WEDNESDAY 9		"		
THURSDAY 10		"		
FRIDAY 11		"		
SATURDAY 12		"		

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FEO SECTION CP

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	No work activity.
MONDAY 7	"
TUESDAY 8	"
WEDNESDAY 9	"
THURSDAY 10	"
FRIDAY 11	"
SATURDAY 12	"

REMARKS

All Contract work is complete.
Second Notification issued effective 8/11/82.
Semifinal data submitted on 9/9/82.
Third Notification issued on 3/7/83.

THIS IS THE LAST REPORT FOR THIS PROJECT.

SIGNED C Anderson LOCATION Astoria

Chet Anderson

9-20

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

11-23-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-FR-1(16)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80350

2A. COUNTY NAME: Clatsop

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/22/82

8. FEDERAL ROUTE NUMBER: Primary 1

9. STATE ROUTE NUMBER: Primary 2W

10. GENERAL LOCATION:

32nd Ave. - Crest Motel (Astoria)

11. GENERAL DESCRIPTION OF WORK

Remove existing signs and posts in sidewalks. Furnish and install new special pipe sign supports and reinstall signs at locations shown on approved plans.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~A K A C E D X D E E X A N D C K~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of your Project Agreement if additional funds are required, I approve the advance authorization date of 9/22/82 as requested in Mr. Keasey's letter of 11/18/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $7,000 Federal Funds $6,173.

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STATE HWY ENGR
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Orig to 11/26

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FOR

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14. DATE: 11/23/82

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Hoesman

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

I 9420

2W

ROAD DESIGN SECTION

DES 16

November 5, 1982

Jerry Wimer
Region 2 Construction Engineer

Donald R. Adams
Final Design Engineer

32nd Street-Crest Motel (Astoria)
Lower Columbia River Highway

I have read your comments on the A.C. overrun of $78,600 with interest and believe something constructive can be gained from them.

The project was defined in the prospectus as an "overlay-widening." The project submitted from the field was a reconstruction (by addition of up to 10" or more of asphalt) and widening. The concept was debated during preliminary plans phase, the staff decision was to stick with the overlay project shown on the preliminary plans. The reconstruction project was built. This entire discussion of overrun seems an out growth of the conflict in the intent of the project. Certainly the job was in the development stage long enough to work out this difference. I think, constructively, a clearer definition of the problem initially will help all involved in project development work toward the best solution.

I have no quarrel with the 770 tons A.C. used to level in lieu of CTB. Your solution provides a reasonable, safe answer to the abrupt vertical edges apparent in the cross-sections.

I have problems really understanding the extent of the A.C. overrun based on the reasons given in the paragraphs titled "Longitudinal Grade & Transverse Slope." How these statements justify the large overrun throughout the job is unclear. It appears in a number of instances that the depth of A.C. leveling is simply over generous and lacking evidence of a serious effort to "snuggly fit" the existing roadway.

The Engineers narrative does indicate the contractor did have a change in transversesslope on the surfacing section. This will probably be true on most jobs in urban areas. There is little that can economically be done with a set of plans to reflect all the variations of cross-sections to a contractor for bid purposes. We could, however, investigate some notation on the plans that would back up to engineers decision to break the transverse slope.

There are computer programs that could be adapted with special manipulationsto establish leveling quantities from a 3-line profile. These programs could be used where major reshaping to correct significant cross-section deficiencies was required. Normal overlays should not require this extra effort in the field running the profiles or in the office digitizing profiles at 50' spacing.

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By the way, the 500 tons or so miscellaneous A.C. for street connections was included in the Base and Top lift quantities. The quantities of A.C. are always included this way with Extra for Approaches, Flares etc. paid to cover extra handling by contractors.

cc: C.T. Keasey

DRA:kg

2W

ROAD DESIGN SECTION DES 16

Gerald Wimer
Region 2 Construction Engineer

November 5, 1982

J. H. Versteeg
Road Design Engineer

Asphalt Concrete Quantities
32nd St.-Crest Motel Section
Lower Columbia River Highway
Contract 9420

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Following is a tabulation of a cement treated base and the asphalt concrete pavement amounts for the 32nd St.-Crest Motel Section, Contract 9420.

		Contract Amount	Final Quantities
20	Treated base mix	$ 155,025	$ 134,787
21	Cement in treated base	49,280	37,142
		$ 204,305	$ 171,929
22	Class "C" Asphalt Concrete	$ 121,875	$ 145,569
23	Class "C" Mix in Leveling	34,125	61,524
23	Asphalt Cement	103,600	152,173
		$ 259,600	$ 359,266

Based on these figures, the asphalt concrete overran the bid quantities by $99,000 and the cement treated base underrun the bid quantities by $32,000. This overrun in asphalt pavement quantities is indication of some of the problems with this project.

The project defined in the Prospectus was to overlay and widen this section of highway. The field location was for a reconstruction and widening project. This difference in concepts was debated during the plan development phase with a decision in the Design Section for an overlay project. After the contract was awarded, it appears that a decision in the field was made for a reconstruction project.

I am concerned that we were unable to reach a consensus agreement on the scope and scale of this project in the design phase. In the future I hope that a better understanding between the designers and field construction can be achieved.

Don Adams is reporting under separate cover. Please give me a call if you have any questions.

JHV:rw

Enclosures

cc: E. S. Hunter
C. T. Keasey
D. R. Adams

4-1039

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: Hal Versteeg
ROAD DESIGN ENGINEER

DATE: October 6, 1982

FROM: Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: AC Quantity Overrun
32nd St. - Crest Motel Section
Lower Columbia River Highway
Contract 9420

As we discussed recently, the AC quantities on the subject project overran $78,600. The comparison between the location, plan, and actual quantities in tons is:

Item	Location	Plan	Actual
Leveling	5,450	2,100	5,000
Base & Top Lift	7,840	7,500	7,200
Misc. (St. Conn., Driveways, Flares, Ect.)	380		500
TOTAL	13,670	9,600	12,700

Critical Dates:

Survey submitted from Region	Apr. 14, 1980
Survey returned to field	Dec. 1, 1981
Bids opened	Dec. 17, 1981
Contract awarded	Dec. 22, 1981
Contractor commenced work	Jan. 29, 1982
Preconstruction conference	Feb. 3, 1982
CTB aggregate crushing commenced	Apr. 23, 1982
AC aggregate crushing commenced	May 17, 1982
CTB placement commenced	May 10, 1982
Basic AC placement commenced	Jun. 1, 1982
Paving completed	Jun. 9, 1982

The main difference is obviously in leveling, although we did need 500 tons for street connections, driveways, flares, and etc., that was not set up in the project quantities. The variables relative to the leveling as we see them:

1. Longitudinal grade -- We should have had no short, sharp breaks in the curb line and laid our grade accordingly.

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OCT 7 1982
ROAD DESIGN SECTION

1 Versteeg
2 Anderson
Adams
Olson
3 Sullivan
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81-125-1387

Contains Recycled Materials

2. Transverse Slope -- We provided super-elevations for the 35/45 MPH designated speed zones in this area. On the tangent sections we flattened our cross-slopes to 0.01 foot per foot and steepened them as much as 0.04 foot per foot. Although your staff was kind enough to show variable slopes, we were unable to find specifications to back us up in breaking at the lane lines, and I believe it unfair to expect the contractor to break his equipment midshift for the many variable-width lanes without telling him in advance on the plans that this was a contract requirement. We do ask the contractor to bid the least costly construction, and that is exactly what he expected us to allow him to perform. I think in the future we should consider either showing grade breaks at the lane lines or, as we did in this case, allow a continuous slope from centerline to the gutter.

3. Leveling Sequence -- Because it takes longer to grade, construct the drainage and curbs, and place the CTB than it does to pave, the contractor does not bring his paving plant in until all of the paving work is ready to be performed. Otherwise, he would have an idle paving plant standing by. We hardly expect him to go to that expense unless we clearly indicated so in the contract. Because of this and the fact that we were shifting traffic around from one side of the roadway to the other, we did take the liberty of modifying the typical section slightly and, possibly, we should have documented this with a P.A. to make certain that there weren't any abrupt vertical dropoffs at the edge of the CTB. We did this by striking a line from the surface of the existing AC to the far edge of any CTB panels. This did increase the leveling quantities 770 tons. However, there was an offsetting reduction in the CTB of the same amount. This did cost $7,180, but I believe that it was in the safety interest of the public.

We do welcome your review of the attached three rolls of profile and cross-section drawings and Project Manager Chet Anderson's September 23 transmittal letter to tell us what gradeline, cross-section slope, and whether we were in err of providing traffic safety until the contractor's paving plant was available. We don't think we were, particularly due to the fact that the location cross-sections returned to us from your office tended to reflect the gradelines we used and there was no gradeline returned to us to follow except that which we had already worked up and we had insufficient time before we needed to stake the project for the contractor and the utilities.

We do believe this review should be utilized constructively and, because of it, recommend that in the future:

1. We develop a method of three-line profiles for all overlay projects that can be run through the computer and leveling quantities determined from that input. The FHWA indicate to us that they are perfectly agreeable to this procedure.

2. If we want the contractor to break the cross-slope at the lane lines, that we show this on the plans.

3. We do recognize the contractor does not bring his paving plant in to do the leveling in advance of the CTB to eliminate any vertical drops or water traps at the edge of the old AC. This also increases the leveling quantity but with an offsetting reduction of the CTB quantity.

If we can be of any further assistance on this matter or you want to meet to discuss it, please let us know.

GW/rgb

attch.

cc: C. T. Keasey w/attch.
C. A. Anderson w/o attch.

STATE OF OREGON

INTEROFFICE MEMO

DATE: September 23, 1982

TO: Gerald Wimer
Region 2 Construction Engineer

FROM: Chet Anderson
Project Manager

SUBJECT: Review of Overrun of AC Quantity
32nd Street-Crest Motel Project (Astoria)
Columbia River Highway
Clatsop County
Contract No. 9420

On the 32nd Street-Crest Motel (Astoria) project, 12,700± tons of AC mix were used, approximately 5,000± tons as leveling, 7,200± tons as base and top lift ahd about 500± tons for miscellaneous things like street connections, driveways and flares.

2,100 tons of AC for leveling and 7,500 tons of AC for top lift, base lift ahd miscellaneous features were the plan quantities provided on ths job.

About 3,100 tons of AC mis over the plan quantity were used on the project, nearly all, about 2,900 tons, of the overrun was used as leveling.

A quantity of leveling, 5,000± tons, that would be needed on the project was computed during the location phase. This leveling quantity was based on a tabulated grade and transverse slope for each half station throughout the project. This leveling is shown on the enclosed X-section and profile rolls. The location grade, top of leveling lift, is shown as black pencil on the X-section rolls and in blue pencil on the profile roll.

Also shown in brown pencil on the X-section rolls and the profile roll is the grade and transverse slope that was actually staled in the field when the job was being built.

When the AC rock was being crushed a committment was indicated to the contractor that the quantity of AC leveling needed on the project would be 5,000 tons. This decision was made by the field based on review of the location data. By review of the grade lines shown on the X-sections it seems obvious that the needed leveling could not be accomplished with the 2,100 tons as provided by the project plans.

CA/kal

cc: file wo/encl.

encl.

Contains Recycled Materials
81-125-1387

Don,

32nd St - Crest Motel (Astoria)
Columbia River Hwy
Clatsop County

Response to G. Wimer & C. Anderson's Letters regarding Asph. Conc. overrun

1. According to Andersons letter he never made an attempt to determine a profile that would snuggly fit the existing roadway.

2. The construction grade was established using the location profile. This profile indicates a very ample allowance for A.C. leveling. It appears from looking at the profile & Cross Sections used to determine the leveling & patching course that the intent was to correct most all the aberrations of the existing pavement in profile and cross section.

3. It was not the intent of our plans (other than the one grade change) to make other than minor changes in cross section or profile. This was to be done with the 1" allowance for patching.

4. This project originated as a simple overlay-widening project. The scope of the project escalated as various problems surfaced. (Drainage, traffic, Bikeway, Concerns of the City of Historia, etc.)

5. In review and retrospect our plans and the data which was returned to the field did not STRONGLY convey our intent as mention in item 3 above.

a) A more positive method possible should have been devised - either or both - on the typical section and profile to indicate a snugger fit of the existing pvmt.

b) The field profile and cross sections should have been marked "VOID — INFORMATIONAL ONLY."

c) Possibly a design narrative should have been written explaining the scope of the overlay & indicating that the Engr should develop a snug fit to the existg pavt.

6. Future considerations to help clarity of the Plans

(1) A design narrative to set forth:

- The intended scope of the project
- Reason for major changes over field proposals
- Intent of various design features, particularly if feature is new or intent not clear.
- etc

(2) Maybe a computor program can be developed to quickly, with small existing cost, determine overlay grades as Wimer Mentions.

STATEMENT OF OVERRUNS AND UNDERRUNS

Project Name: 32nd Street-Crest Motel (Astoria)		Contract No. 9420
Highway: Columbia River	County: Clatsop	Prefix: 4-1039
Contractor: J C Compton Company		F.A. Project No.: F-FR-1(16)

Item		Unit	Original	Semifinal	+% -%
			SUMMARY		
	Bid Items	$	1,244,453.75	1,314,481.90	+6%
	Anticipated Items	$	56,500.00	10,480.00	-81%
	Contingencies	$	58,542.92	87,769.72*	+50%
	Engineering	$	104,076.30	135,000.00*	+30%
	Credits	$	0	-6,750.00	—
	Total		1,463,572.97	1,540,981.62	+5%**

*estimated

**Request for Increase in Authorizarion sent in on 8/5/82.

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

BI 8	Flagmen	$	$36,000.00	$77,445.00	+115%

Unanticipated flagging was needed to control traffic entering work areas from the numerous connecting roadways located within the project limits.

BI 22	Class "C" AC Mix	$	$121,875.00	$145,569.00	+19%

An unanticipated quantity of AC Mix was needed to restore the old pavement to an acceptable slope and grade.

BI 23	Class "C" AC in Leveling	$	$34,125.00	$61,524.33	+80%

See BI 22 above.

BI 24	Asphalt Cement in Mix	$	$103,600.00	$152,173.00	+47%

Due to increase in AC Mix, asphalt content is also increased.

92002	Adj. Valves, Meters, etc.	$	0	$42,000.00*	+100%

It was necessary to adjust the Cities utilities to match the new line and grade of the new roadway.

*estimated

32nd Street-Crest Motel (Astoria) Project
Columbia River Highway
Clatsop County
Contract no. 9420

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NARRATIVE REPORT

The 32nd Street-Crest Motel project consisted of overlaying and moderate widening of approximately two miles of an existing two lane section of the Columbia River Highway located within the City of Astoria.

Overlaying and widening required existing curbs and sidewalks to be moved out and raised. Short sections of sidewalk and curb were added to improve the continuity of the walkways along this section of road. Widening and overlaying also required new inlets and drain lines be built throughout the project. New inlets were reconnected to existing storm drains where possible. A few existing inlets were raised, man holes within the roadway, sidewalk or embankment areas were also adjusted to meet the new roadway grade.

To improve sight distance over a vertical crest, a sag was filled near the middle of the project raising the roadway grade at the center of the sag about 5 feet. Also near the middle of the project a small improvement in alignment was made by slightly flattening the curvature on an "S" curve.

Work on the project required extensive adjustment of existing utilities. Existing power poles were relocated as needed throughout this project, existing overhead telephone cables were replaced with buried cables, a short section of water main was relocated and essentially all water services, meter boxes and fire hydrants on the project were relocated. Water line valve boxes within work areas were raised as needed. TV cable lines were rehung on the relocated power poles. Natural gas transmission line valve boxes were raised as needed. All utility adjustment work was done by the utilities own forces.

Adjustment work of utilities on the project was essentially initiated just prior to the contractor initiating the contract work. Adjustment of utilities proceeded in conjunction with the contractor's work. Except for the removal of a few telephone poles, which could not be removed as splicing on the new buried telephone cable was not completed in time to remove these poles before all the sidewalks were completed, the utility adjustment work kept just ahead of the contract work. There were essentially no significant delays in the contract work due to adjustment of utilities. The telephone company will remove those few poles left within the sidewalks and then complete the small areas of sidewalk.

Widening of the existing surfacing, existing sidewalks, and curbs and dirt outside the edge of the existing concrete slab portion of the roadway. Longtitudinal subdrains were installed along the edge of the existing concrete pavement. Surfacing in the areas being widened consisted of cement treated aggregate base and class "C" asphalt concrete leveling, base, and wearing courses. The excavated areas along the edge of the existing concrete pavement being backfilled with cement treated base at the end of each day.

A lower base lift of class "C" asphalt concrete was used as leveling over the existing pavement and over the new widened portion to bring the road back into appropiate slope and smoothness. About half the needed quantity of asphalt leveling material was provided on this project.

Raising the grade of the existing road in the sag near the center of the project was done under traffic. One way traffic being flagged over the fill during working hours with two way traffic in gravel of cement treated base surfacing during the night or when work was not in progress on weekends. Approximately a month and a half elapsed from the time this embankment work was initiated until the fill was completed and surfaced with asphalt concrete.

There were a variety of construction work and utility adjustment work in progress at the same time on the project during nearly all phases of work on the project and handling of traffic at times seemed rather chaotic. No pilot car item was provided as part of the traffic control features on the project. In hindsight having a pilot car on the project would have helped organize the flow of traffic thru the various active work areas. An extra work order to provide a pilot car during the paving work was issued to better handle traffic during this critical phase of the work.

Except for the pilot car item, the traffic control plans provided enough materials and items to draw on for adaquately handling of the heavy flow of traffic thru the job. These traffic control materials and work items provided were used to fit the various conditions that occured during each phase of the project and to fit changing conditions that were occuring during each days work. The overall layout of traffic control as shown on the plans was essentially incorporated or used in "piece-meal" fashion rather than all at once as shown on the traffic control plans.

There were quite a few side streets on the project. It was necessary to station a flagger at each of these streets to control vehicles entering into the project work areas so these vehicles would not block the one way flow of traffic thru the work area. On projects with side streets and the need for one way traffic thru work areas the amount of flagging time on the project should probably be increased substantially.

The original surfacing section called for excavating along the edge of the existing portland cement concrete pavement, lime treating the subgrade, installing a longtitudinal subdrain in the subgrade along the edge of the existing concrete slab and then backfilling the excavated area with cement treated base to the top of the existing portland cement concrete slab. The exposed edge of pavement could not be left overnight. This excavation-lime treat-subdrain-CTB surfacing scheme requires more operations than are practical and efficient to be accomplished within one working day. While one phase is being worked on the equipment,

materials, and some manpower applicable to the other phases of work are idle, waiting to be used later that day of having been used are idle waiting to be used the next day. Having all the various types of equipment needed for each phase of surfacing standing by waiting to be used only a small portion of the day is not economical. Reducing the number of phases involved in this type of excavating and surfacing work should result in an improvement in cost and decrease the amount of time traffic is being disrupted. On this project, thru a price agreement providing an appropiate credit to the State, the lime treated subgrade was deleted in exchange for an equivilant additional depth of cement treated base. Where it is required to backfill excavations at the edge of the traveled roadway each night, use of only one kind of surfacing material for backfilling is suggested, keep the sequence of work as simple as possible.

For most work needed on the project and for the conditions encountered there were adaquate and appropiate details on the project plans and sufficient and appropiate coverage in the project's special provisions and the standard specifications.

Looking back at the project there were a few details encountered during construction which should have been included or covered during the location phase or design phase that were not included on the project's plans or specification, these were:

1. It was desireable for short distances thru the project to have a change in transverse slope on the surfacing section. This change in slope was not shown on the typical sections. A claim for additional expense for having to pave an unshown break in the transverse slope may be received.

2. Should have provided for building concrete steps to sidewalks leading to houses where there were steps already or where raising the sidewalk created the need for steps.

3. Should hved indicated top soil item on the project. Some embankments blend onto existing lawns.

4. Guardrail was installed in the backfill embankment of the bin wall. Ten foot spacing of interior walls of the bin wall and 12½ feet spacing of guard rail posts caused a few posts to conflict with the wall. Spacing of these guardrail posts had to be shifted slightly to miss the bin wall members. A detail on the plans outlining this needed shift of guardrail posts when guardrail is installed on top of a bin wall would be desirable.

5. Inlets built in the backfill embankment of the bin wall ended up being centered directly over the inside longitudinal wall members of the bin wall. If the very top member of this interior wall was deleted whereever an inlet is to be built this conflict could be eliminated.

6. There was no typical section for paving back of the new sidewalks where existing asphalt concrete parking lots were adjacent to the new sidewalk.

7. Recommend indication be made in special provisions for installing guardrail that posts be installed prior to paving the top two lifts of asphalt concrete surfacing and after paving of the top two lifts of asphalt concrete paving the grade and line of the guardrail be adjusted to the required height above the finished top lift of asphalt concrete pavement, all as part of the guardrail work.

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

32nd St - Crest Motel

Station	- Station	Length	Pvmt Extg	Pvmt New	Sq Ft Extg	Sq Ft New	
10+00	- 37+00	2700'	20	26	54,000	70,200	
37+00	- 45+00	800'	0	40	0	32,000	
45+00	48+00	300	30	10	9000	3000	
48+00	51+70	370'	37	10	13,690	3700	
51+70	81+40	2970	27	13	80190	38,610	
81+40	100+00	1860	24	8	44640	14880	
					201,520	162,390	
					55%	45%	

201,520
162,390

363,910 ÷ .0611 = 2223 Tons @ 1"

2100 / 2223 = 0.95 Inch Leveling

7500 / 2223 = 3.4" overlay

9420

1-1039

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: Wendal E. Schwartz, P.E.
ASSISTANT STATE HIGHWAY ENGINEER

DATE: October 5, 1982

FROM: C. O. Fredrickson, P.E.
REGION 2 ENGINEER

Have personally discussed w/Fredrickson no action req'd. He knows the answer to his NOTED questions & was just W. E. SCHWARTZ letting off steam

RECEIVED
STATE HWY ENGR
OCT 6 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT: Adjustment of Quantities
32nd Street - Crest Motel Section
Lower Columbia R. Hwy.
Astoria
Contract 9420

On a recent project in Astoria, which required curb work as well as a substantial amount of grading and paving, we overran the paving quantities by a substantial amount. This overrun was due to two factors; leveling tonnage and miscellaneous tonnage in flares, driveways, and etc. Location data, compiled through the use of three line profiles, asked for 5,450 tons of leveling, 7,842 tons of paving (2 lifts), and 380 tons of miscellaneous. Plan quantities were 2,100 tons of leveling (one inch), 7,500 tons of paving, and no allowance for miscellaneous. At the time of plan review, we again requested an increase in leveling tonnage, but Design refused to change the quantities.

In many cases, it is relatively easy to get by with reduced leveling quantities when there is no precise control other than the edges of existing pavement. In these instances, inadequate leveling may result in a poorer ride, but there are no apparent visual impacts. On the subject project, it was necessary to set curb grades, and the visual impact of following a badly distorted pavement edge would have done little to enhance the appearance of the project. The project manager was instructed to set these grades to provide a smooth, presentable curb line and to use whatever was necessary to produce a good ride and an acceptable surface. Final quantities were as follows:

Leveling	5,000 tons	(+2,900)
Paving	7,200 tons	(- 300)
Misc.	500 tons	(+ 500)
Total	12,700 tons	(+3,100)

The question arises as to precisely what latitude we have in the field to adjust these quantities and precisely where the responsibility lies for producing a quality project. In this case, the location recommendations were disregarded in the preparation of the design, and we received no relief when we requested a quantity increase. We used 970 tons less than the location quantity by not restoring cross slopes to the normal 0.02 foot/foot. It is my opinion that the decisions were proper and that they were made at the proper level.

Agree

Continued...

Contains Recycled Materials

We are all aware that changes will be necessary on almost all construction contracts. Generally, we do not require any high level approval on those which are solvable by an increase in a bid quantity. If such is not the case, it would be nice to know what our parameters are and at what point we should be prepared to address a request for a quantity increase to higher authority. It would also be nice to know who is to be held responsible for appearance and riding quality if such a request is turned down.

COF/rgb

9420

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-30-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FR-1(16)	
2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator, FHWA - Oregon Division	4. PROGRAM NO.
	5. ITEM NO. 80350
2A. COUNTY NAME Clatsop	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/11/82	Primary 1	Primary 2W

10. GENERAL LOCATION:

32nd Street - Crest Motel (Astoria)

11. GENERAL DESCRIPTION OF WORK

Furnish and install reflective pavement markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
OCT 4 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 8/11/82 as requested in Mr. Keasey's letter of 9/22/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $1,960 Federal Funds $1,728.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/30/82	for K Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9+20

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-8-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-FR-1(16)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80350

2A. COUNTY NAME: Clatsop

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/21/82

8. FEDERAL ROUTE NUMBER: Primary 1

9. STATE ROUTE NUMBER: Primary 2W

10. GENERAL LOCATION:

32nd Street - Crest Motel (Astoria) Section

11. GENERAL DESCRIPTION OF WORK

Install topsoil and plant grass on sand embankements behind new sidewalks

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 6/21/82 as requested in Mr. Keasey's letter of 8/30/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is appproved for a TEC of $2,540 Federal Funds $2,240.

RECEIVED
STATE HWY ENGR
SEP 13 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/8/82	G K Hoomer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7420

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 3

1 ~~Thompson~~ 3 File
2 ~~Clarke~~ 2W
Adams

TO: Frank E. Terpin
Location Engineer

DATE: July, 20, 1982

: NOTED
E. S. HUNTER

FROM: Donald Shaffer
Bicycle Route Engineer

SUBJECT: Sign Posts in Sidewalks

Recently I observed posts being installed in the 32rd Street-Crest Motel project in Astoria. I assume this might be "no parking" sign posts. This is not the first time I have observed the practice of construction of sidewalks with curb ramps for pedestrian, bicycle and wheelchair use followed by the placement of obstacles in the walk to severely limit its use. Some places (like Macadam Avenue in Portland) one cannot get through with a wheelchair.

My suggestion is to rely heavily on paint, i.e., colored curbs or "no parking" stencils on the shoulder area, and eliminate the use of sign posts as nearly as possible.

cy to Frank
Ed

Ed - Frank
Curb paint and stencils have no legal meaning in Oregon for parking prohibition - only signs
LE6

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 29 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring by
Action

DES:ge

cc E. S. Hunter

REFERRED TO
Board WCB / Stoudenmeyer
Cole Winn
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

RECEIVED
JUL 23 1982
TRAFFIC ENGINEERING

NOTED
GLEN L. CLARK

7-23-82

NOTED
E. S. HUNTER

cc George Versteeg
Ols heed this advice.

RECEIVED
TECHNICAL SERVICES
JUL 21 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

L. E. GEORGE

NOTED
VERNON L. TABERY

NOTED
DWAYNE HOFSTETTER

9420

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 3

2W

TO: Frank E. Terpin
Location Engineer

DATE: July, 20, 1982

NOTED
E. S. HUNTER

FROM: Donald Shaffer
Bicycle Route Engineer

SUBJECT: Sign Posts in Sidewalks

Recently I observed posts being installed in the 32rd Street-Crest Motel project in Astoria. I assume this might be "no parking" sign posts. This is not the first time I have observed the practice of construction of sidewalks with curb ramps for pedestrian, bicycle and wheelchair use followed by the placement of obstacles in the walk to severely limit its use. Some places (like Macadam Avenue in Portland) one cannot get through with a wheelchair.

My suggestion is to rely heavily on paint, i.e., colored curbs or "no parking" stencils on the shoulder area, and eliminate the use of sign posts as nearly as possible.

Hal - Police can't enforce Painted curbs and stencils have no legal meaning in Oregon. Parking prohibitions are in effect when signs are posted. ← Bud George note.

DES:ge

cc E. S. Hunter

1 Verstteg ✓
2 Anderson
3 Adams
Olson
Sullivan
Terpin
Trout
Wendle

RECEIVED
JUL 23 1982
ROAD DESIGN SECTION

Return To
Action

7-23-82

NOTED
E. S. HUNTER

cc George Versteeg
Ols heed this advice.
Ed.

RECEIVED
TECHNICAL SERVICES
JUL 21 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

L. E. GEORGE

9420

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

PO Box 1104
ASTORIA, OR 97103

July 8, 1982

In Reply Refer to
File No.:

Charles E. Dymond
Maxine J. Dymond
4303 Lief Erickson Drive
Astoria, OR 97103

Dear Mr. & Mrs. Dymond,

At the 32nd Street-Crest Motel project informational meeting there were quite a few inquiries about parking along the rebuilt roadway. At this meeting no assurance was made that parking along the rebuilt road would not be different. What was indicated was any change in parking would originate with the City of Astoria and at that time there was no indication from the City of Astoria of their intentions on this matter.

Since then the City, thru their process in considering traffic issues, has indicated a desire to revise the parking along the rebuilt roadway to safely meet the traffic conditions which are now present.

The no-parking signs installed on the roadway reflects the City's indication. Although the no-parking signs have been installed the City has yet to formalize these no parking areas. Your feelings along with the opinions of other Astorian's and opinions of the user's of the roadway I am sure would be welcomed by the City for consideration in their action on this parking issue.

Concerning the width of the rebuilt roadway, from 43rd Street to 44th Street the rebuilt roadway width is 40 feet.

Sincerely,

C Anderson

Chet Anderson
Project Manager

NOTED
W. E. SCHWARTZ

CA/kal

cc: E. Everton, Distric Engineer, Astoria
C. Fredrickson, Region 2 Engineer
P. Schwartz, Assistant State Highway Engineer
J. Crockett, City of Astoria Engineer
file

RECEIVED
STATE HWY ENGR
JUL 9 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

734-2122

Charles E. Dymond
Maxine J. Dymond
4303 Lief Erickson Dr.
Astoria OR 97103

June 28, 1982

Mr. Chet Anderson
ResidentSurvey Engineer
Highway Department
State of Oregon
705 W. Marine Drive
Astoria OR 97103

Dear Mr. Anderson:

My name is Charles Dymond, I reside at 4303 Lief Erickson Drive, Astoria, Oregon.

I have lived at this address for 25 years, and for those 25 years have parked my cars on Lief Erickson in front of my residence.

When my wife and I learned of the highway rebuilding project from the Crest Motel to 32nd Street we were concerned about the problem of parking. My wife attended a public hearing in the Flag Room of the Astoria Library where she was publicly assured that we would not lose our parking spaces.

During the time when the survey crew(s) were working, I was assured that allowance was being made to preserve our parking.

Now that the street has been widened and curbings and sidewalks completed, we find "NO PARKING" signs in front of our home. I do not expect that this letter will result in any effort to alleviate the problem we face in trying to arrange for some place to park. However, I have learned one very important lesson - when dealing with a government agency - get every detail in writing and be well represented by a good law firm.

I would appreciate it if you would take a look at the width of the new highway between 43rd and 44th streets. I believe there could be something done to again make parking available on the south side of this block.

Sincerely,

Charles E. Dymond

Charles E. Dymond

CC: Eldon Everton, District Engineer, Astoria
Highway Engineer, Department of Transportation, Salem
Governor Atiyeh's Office
Representative Ted Bugas
Senator Charles Hanlon

Include copy to Regin & P. Schwartz

9 + 2c

5-26-82

U. S. DEPARTMENT OF TRANSPO[illegible]ATION
FEDERAL HIGHWAY ADMINI[illegible]ATION

1. FEDERAL-AID PROJECT NO.
F-FR-1(16)

2. STATE PROJECT NO.
See below

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80350

2A. COUNTY NAME
Clatsop

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
3/23/82

8. FEDERAL ROUTE NUMBER
Primary 1

9. STATE ROUTE NUMBER
Primary 8W

10. GENERAL LOCATION:
32nd Street - Crest Motel (Astoria) Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

Info
Inves
R/D
D.R
Sign
Act
File
FOR
REFER TO
Mochnick 6-2-82
JUN 2 '82
RECEIVED
STATE HWY ENGR

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 5/17/82 this will confirm the advance approval date of 3/23/82 to proceed with the actual adjustments for the City of Astoria's Water Main Relocation. Since the utility is not adequately staffed to perform this work (project is under contract for construction) the contract method is approved providing appropriate civil rights clauses are included. Reimbursement will be on an actual cost basis estimated to be TEC $13,237 Federal Funds $11,672.

I approve the agreement with the City of Astoria.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/26/82	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

94 20

L

ROW 18-4

May 17, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Water Main Relocation
City of Astoria
32nd St.-Crest Motel (Astoria) Section
Columbia River Highway
Clatsop County
Project No. F-FR-1(16)

RECEIVED
TECHNICAL SERVICES
MAY 19 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Here are copies of estimates of cost to adjust the City of Astoria's 8-inch and 2-inch water mains dated April 30, 1982, and a sketch showing their proposed relocation. The City anticipates the use of a local contractor for excavation and backfill to accomplish the work in a timely manner.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 23, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $13,237.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

9420 C

2W

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-5

TO: D. N. Stoudenmeyer
Design Engineer

DATE: January 13, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Study Plans
32nd Street-Crest Motel (Astoria) Section
Columbia River Highway
Clatsop County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakarlig

RECEIVED
JAN 12 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring by
Action

Attached are two prints of the approved sign study plans for the above project.

L. E. GEORGE - TRAFFIC ENGINEER

ELS:ds
Attachments

cc: C. O. Fredrickson
E. L. Everton
C. A. Anderson

2 Prints W6/1 Dwl

1 Plan sent by Board

These plans do not reflect final decision on "no Parking" signs has not been made. The Project Manager will have necessary reductions or changes in final prints.

W6/2
1/13/82

12
18 NO PARKING 4"D 3"B
(1)
TO BE MOUNTED ON STEEL PIPE WHEN INSTALLED INDEPENDENTLY

48 VISITOR Information CENTER 48
REINSTALL FROM STA 19+20±

STOP REINSTALL

30 SPEED 35 MILES 36
REMOVE

30x36
4x36
REINSTALL FROM STA 19+20±

FRANKLIN

STOP REINSTALL

30 SPEED 35 MILES 36

STOP REINSTALL

30 MAXIMUM SPEED AHEAD REINSTALL

24

36 ONLY INSTALL

LEIF ERIKSON DR.

HUMAN IN LANE

34TH AVE.

A
DELETED 11/23/81

NO REMOVE

NO REMOVE

NO REMOVE

30 MAXIMUM SPEED

24 CENTER LANE 36 ONLY INSTALL

30 SPEED 35 MILES 36 REMOVE

LEIF ERIKSON DR.

40TH STATE

LEIF ERIKSON

A MATCH LINE A

B
DELETED 11/23/81

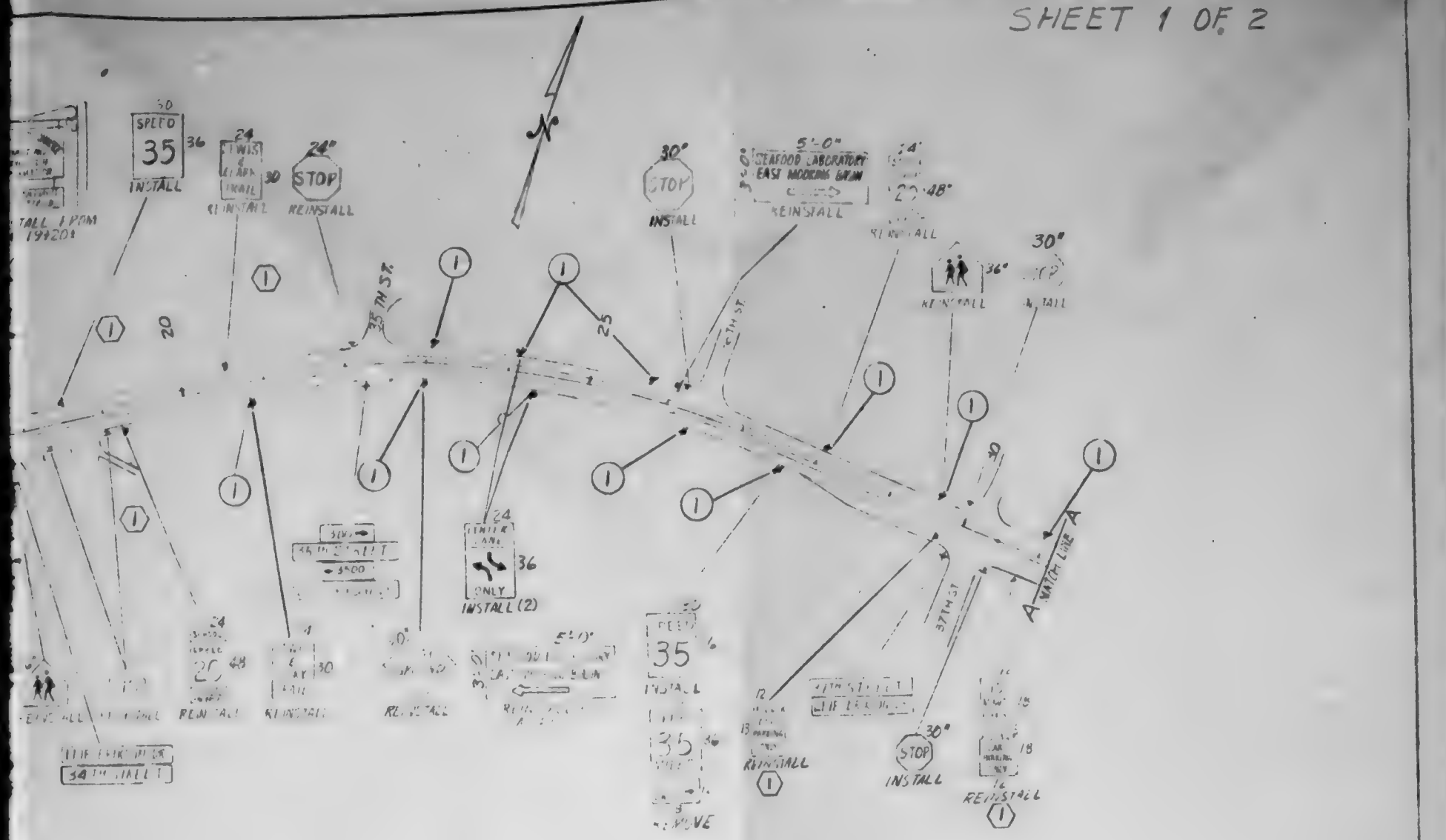
18 18
12
REINSTALL
(1)

30 MAXIMUM SPEED

30 SPEED 35 MILES 36

(1) REVISED OR

SHEET 1 OF 2



(1) REVISED OR DELETED 11/23/81

NOTE: SIGNS NOT SHOWN TO REMAIN IN PLACE OR MOVED AS REQUIRED BY CONSTRUCTION

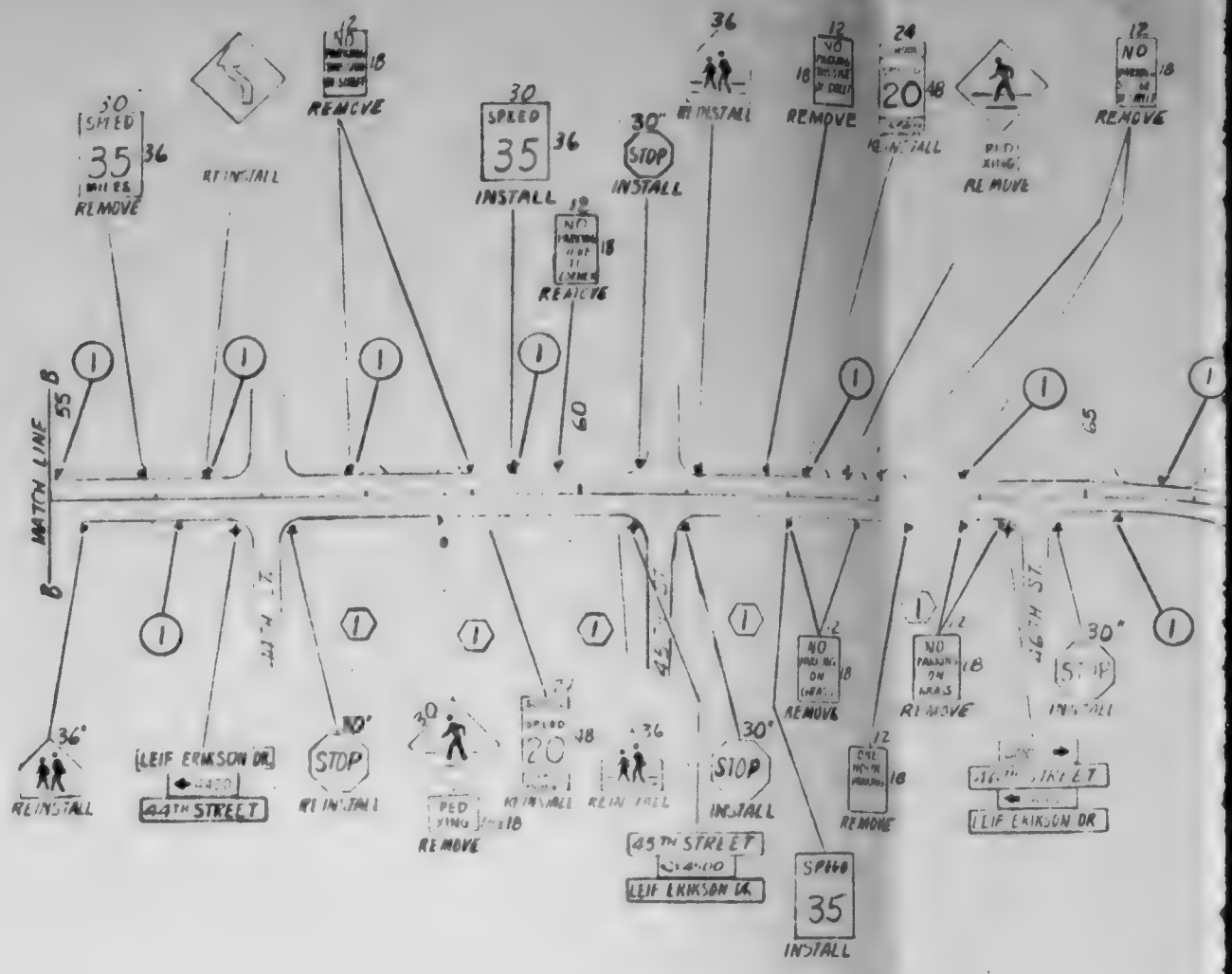
ALL STREET NAME SIGNS TO BE MOVED AS REQUIRED FOR CONSTRUCTION

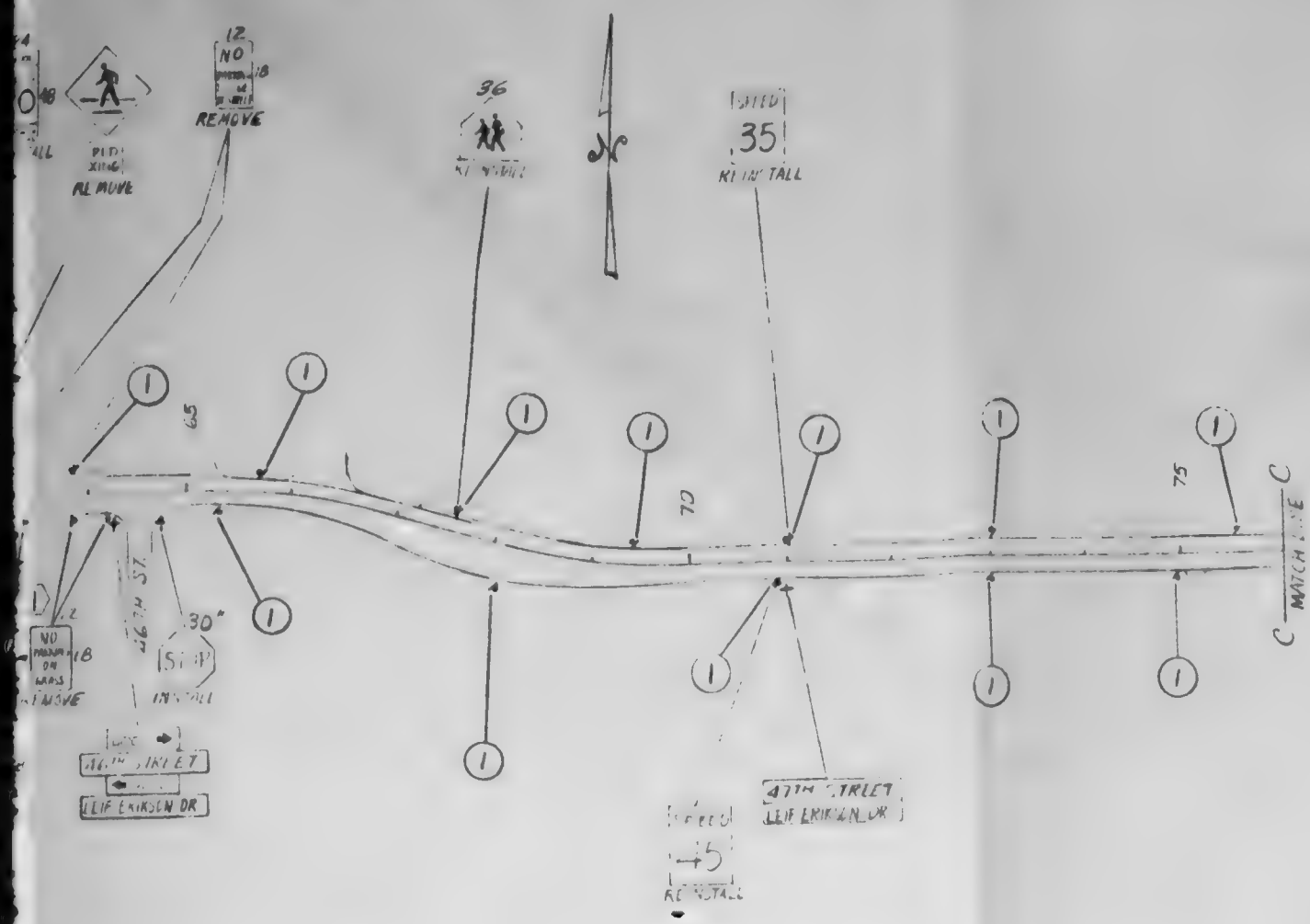
	10-26-81	Joseph Tilk	
	10-28-81	S. J. Lucas	
	11/5/81	[illegible]	
Recommended	1/4/82	S. K. [illegible]	FHWA

(1) SEE SHEET 1

(A) DELETED 11/23/81

(B) DELETED 11/23/81


MATCH LINE B
MATCH LINE C
REMOVE
REINSTALL
INSTALL
REMOVE
REMOVE
REMOVE



NOTE: SIGNS NOT SHOWN TO REMAIN IN PLACE OR MOVED AS REQUIRED BY CONSTRUCTION

ALL STREET NAME SIGNS TO BE MOVED AS REQUIRED FOR CONSTRUCTION

(1) REVISED OR DELETED 11/23/81

SIGNING PROJECT

1/6/82 G.K. [illegible] FHWA

9428

STATE OF OREGON

INTER-OFFICE MEMO

CON 5

TO: C. O. Fredrickson
Region Engineer

DATE: December 24, 1981

FROM: Chet Anderson
Project Manager

SUBJECT: Review With City of Astoria, Signing and Striping of Bikeway
32nd Street-Crest Motel (Astoria) Project
Columbia River Highway
Clatsop County

NOTED
E. S. HUNTER

Discussed item of not signing and striping of 32nd Street-Crest Motel project with John Crockett, Engineer with City of Astoria. It was indicated the City concures with our traffic engineer's recommendation to not sign and strip for bikeway on the 32nd Street-Crest Motel project.

REGION 2 ENGINEER
RECEIVED
DEC 28 1981
RLE RBE RE RCE RME RTE ROE ULE GEO RSO ENV RFE

cc: City of Astoria
John Crockett
City Engineer
file

cc SE Sorge
Don Shaffer
DE Swan Rgb 12-29

cc: Ed Hunter ✓

RECEIVED
TECHNICAL SERVICES
DEC 30 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Maint | Agt | File

Contains Recycled Materials
81-125-1387

OP-75683-125

9420 12-22-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-FR-1(16)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Clatsop

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:
5. ITEM NO.: 80350

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
12/22/81	Primary 1	Primary 2W

10. GENERAL LOCATION:
32nd Street - Crest Motel (Astoria) Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 12/15/81 you are now authorized to proceed with the actual adjustments to the City of Astoria's Water facilities on an actual cost basis estimated to be $9,103 Federal Funds $8,051.

I approve the agreement with the City of Astoria.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JAN 7 '82
REFER TO
FOR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/22/81		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9420

L.

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

LOC 3

DATE: ~~November 27~~, 1981

TO: E. S. Hunter
Technical Services Division

FROM: L. E. George, P.E.
Traffic Engineer

SUBJECT: Bikeway
32nd Street-Crest Motel (Astoria) Section
Lower Columbia River Highway
Clatsop County

The schedule for contract letting has the above-noted project scheduled for December 17, 1981.

The typical sections for the project show a bikeway on each side of the road. The bikeway varies in width from 4 ft. to 8 ft. A large portion of the project has Type "C" curbs.

The City of Astoria has requested that parking be permitted on various sections of highway within the project limits. This would cause us to end the bikeway at each of these sections and the bike would be forced either to merge with the automobile traffic or divert to the sidewalk. The City has an ordinance prohibiting bikes on sidewalks in business areas.

At other locations parking will be permitted beyond a 4-foot bikeway section where extra-wide pavement permits. The parking cars will drive across the bikeway during parking and when leaving the parking spaces.

It is my opinion that these two conditions would make any signed bikeway very hazardous for the user and that a safer plan would be to have the bicyclist ride in the lane of traffic.

I recommend that this section of roadway not be striped or signed as a bikeway on the basis of the potential hazard that will exist.

L. E. George, P.E.
Traffic Engineer

RECEIVED
TECHNICAL SERVICES
DEC 1 '81
REFER TO
FOR
Info | Inves | R/D | D.E. | Estim | Act | File

NOTED
E. S. HUNTER 12-16 81

Fredrickson
Lead Assist. Design
assist city. cy Bud George
Ed.

ELS:sh
cc: C.O. Fredrickson
J. H. Versteeg
F. E. Terpin

9420

NOTED
E. S. HUNTER

ROW 18-4

December 15, 1981

RECEIVED
TECHNICAL SERVICES
DEC 16 '81
REFER TO
FOH

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operations Programming Engineer

SUBJECT: Water Facilities Adjustment
City of Astoria
32nd St.-Crest Motel (Astoria) Section
Columbia River Highway
Clatsop County
Project No.

Here is a copy of an estimate of cost to adjust City of Astoria's water facilities dated August 21,1981, and a sketch showing their proposed relocation.

A certification prepared by Don Bedford as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Don Bedford met with the City and advised them verbally of the conflicts. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the water facilities occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves the adjustment of valves, hydrants and meters.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $9,103.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

9420

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

December 9, 1981

F I L E S

H. S. Coulter, P.E.
State Highway Engineer

Footpaths and Bicycle Trails
December 17, 1981 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened December 17, 1981 on the following projects:

1. Curry County Pavement Marking Project No. 2
   Various County Roads, Curry County
   Pavement Markers

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Springfield Downtown Transit Station
   5th and N. "B" Street, Lane County
   Buildings

   Same as No. 1.

3. N.W. Nicolai Street-W. Fremont Interchange
   Columbia River Highway, Multnomah County
   Building Demolition

   Same as No. 1.

4. N.W. 9th Street-S.P.R.R. (Corvallis)
   Circle Boulevard, Benton County
   Grading and Paving

   Six-foot sidewalks and five-foot bike lanes on each side of the street to be constructed for pedestrian and bicycle use.

5. 32nd Street-Crest Motel (Astoria)
   Columbia River Highway, Clatsop County
   Grading and Paving

   Four- to eight-foot bikeway on both sides throughout the project. Some five-foot sidewalk on the project.

6. Scappoose Creek Bridge
West Lane, Columbia County
Structure

Twenty-eight-foot roadway on structure. Twenty-four-foot roadway with three-foot gravel shoulders on approaches.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

7. South Pine Creek Bridge
Pine Creek Road, Harney County
Structure

Twenty-seven and one-half-foot roadway on structure and twenty-eight aggregate surfaced approaches.

Same as No. 6.

8. Westport Slough (Woodson) Bridge
County Road, Columbia County
Structure

Twenty-seven and one-half-foot roadway on structure and twenty-eight-foot roadway on approaches.

Same as No. 6.

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9420

2W

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 3

TO: Phil Stearns
Region Federal Aid Engineer

DATE: November 23, 1981

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Bicycle Lanes
32nd Street-Crest Motel Project
Clatsop County

1 Versteeg /
Anderson
Christensen
2 3 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 30 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

For well over a year it has been planned to include bicycle lanes the length of the subject project.

It now appears that the anticipated removal of parking has not been accomplished. Those sections where parking is being prohibited and the wide sections which can accommodate both a bicycle lane and parking pose no problem.

There are, however, a few places where the City does not want to eliminate parking and there is not room for a bicycle lane in addition to parking.

My suggestion is to continue the bicycle lanes through these narrow sections and either: 1) allow parking only during business hours, or 2) allow parking and bicycles to share the same space at any hour. While this is not "ideal" for the bicyclist, it has worked satisfactorily in other location in the state and is not as earthshaking as some would think.

DES:ge

cc J. H. Versteeg
L. E. George
C. O. Fredrickson
Frank Terpin
Chet Anderson

Beard Stoudenmayer
Cole / Mann NEM
Eriksen Watson
Peterson Lou
BY FINAL DESIGN ENGINEER

Contains Recycled

9420

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
11-23-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F - FR-1(16)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80350

2A. COUNTY NAME: Clatsop

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11-23-81

8. FEDERAL ROUTE NUMBER: Primary 1

9. STATE ROUTE NUMBER: Primary 2W

10. GENERAL LOCATION:

32nd St. - Crest Motel (Astoria) Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain and high type pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [xx] OTHER *(Specify)* Permanent Pavement Striping S.F. - $2,500
  Temporary Pavement Striping S.F. - $3,200
  Temporary Erosion Control 2,000
  Asphalt Cement adjustment 6,000
  On-the-job training 800

13. REMARKS

After concurrence in award, you are authorized to proceed with those items listed as shown in your estimate.

Mr. Swan's November 20, 1981 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,534,700, Federal funds $1,353,290.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
DEC 9 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sig | Apt | Hdq

14. DATE: 11-23-81

15. SIGNATURE OF APPROVING OFFICIAL: S. K. [illegible]

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9420

10-19-81

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-1(5)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80350

2A. COUNTY NAME: Clatsop

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10/19/81

8. FEDERAL ROUTE NUMBER: Primary 1

9. STATE ROUTE NUMBER: Primary 2W

10. GENERAL LOCATION:

Crest Motel - 32nd Street (Astoria)

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 9/28/81 I approve the revised Preliminary Engineering Costs to a TEC of $112,500 Federal Funds $96,486.

(Increase TEC $31,600 Federal Funds $27,103)

RECEIVED
STATE HWY ENGR
OCT 23 '81
REFER TO
Info Invest Proj Dev Sys Act File

14. DATE: 10/19/81

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hoesmer

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9-120 C

2W

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILES

DATE: August 26, 1981

N.E. Mann For

FROM: Allan L. Hansen
Design Engineer Supervisor

SUBJECT: 32nd Street-Crest Motel (Astoria) Section
Clatsop County

Preliminary plans for the project were reviewed the morning of August 5, 1981 in a meeting held in the conference room at the East Salem Highway Building.

The possibility of changing the base design to eliminate Lime Treated Subgrade and specifying Cement Treated Base rather than the optional Treated Base was discussed. Region has concerns about staging traffic on this project. Will contact John Scofield and resolve the problem.

The location of subdrain trenches and pipe size in these trenches was discussed. Will consult with Dick Lenz regarding the drainage.

The following items were discussed and will be incorporated into the plans.

1. Typical sections will show the slope as Variable As Directed, rather than the normal slope of 0.02'/ft.

2. Wearing course of asphalt concrete to be Class "C".

3. Will construct inlets and drain curb required to keep water from running onto yard in the area of Sta. 64+50.

4. New pipe will be added to replace any existing pipe where a connection is required.

5. Pipes that are severed will be noted as being plugged on the plan sheets.

6. Detail of temporary drain slot in the side of a Type "G-1" Inlet is being added to the plans. Drain slot to function during stage construction.

Contains Recycled Materials
81-125-1387
SP*75683-125

7. The fill slope catches between stations 32+00 and 33+60 fall inside a mobile home park. File No. 51886 was set up to acquire the additional right-of-way. Region has determined that the proposed taking will eliminate the parking space for two mobile homes. We propose to construct a gravity retaining wall with handrail adjacent to the sidewalk and cancel the right-of-way file. Cost of the 150 foot retaining wall is $14,500.00. This is probably the most economical when you consider that there will be two households to relocate plus the cost of the land from the property owner.

The following people were in attendance:

Gerald Wimer, Region II
Loren Webber, Region II
Chet Anderson, Region II
Pete Fidler, Region II
Don Bedford, Region II
Bill Kappus, FHWA
Paul Galloway, Specifications
Dick Leu, Final Design
Al Hansen, Final Design

ALH:ls

cc Hal Versteeg
Lyle Watson
Gerald Wimer
Loren Webber
Chet Anderson
Bill Kappus
Paul Galloway
Dick Leu

94-20 ©

4-1937 2W

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: D. O. Christensen
Acting Road Design Engineer

DATE: June 26, 1981

FROM: Gerald Wimer
Region Construction Engineer

SUBJECT: Preliminary Plan Review
Crest Motel - 32nd Street
Astoria
Columbia River Highway

Region Location Engineer Loren Weber, Resident Engineer Chet Anderson and Federal Aid Engineer Phil Stearns have each reviewed the subject plans. Their comments are contained in the attached data as itemized in Resident Engineer Chet Anderson's May 26th letter of transmittal except there are no plans from Phil Stearns. This is the only set of this data.

We understand you do not want to hold a "Plans in Hand" review until your staff has more time available. Hopefully, this can be done in mid-July.

Because of this delay, we have given the City of Astoria the current plans and asked for their comments. Also, copies have gone out to the various utilities.

I believe it is in the best interest of the Department to hold a plans review at an early date. I have not studied the current recommendations of the Region personnel, believing that this can best be done at a "Plans in Hand" review. Please schedule such a meeting as soon as your personnel are available to do so.

GW/dlm
Attachments

cc: Loren Weber w/ attach.
Chet Anderson w/ attach.

1 Doc
Verstoep
Anderson
3 AW
2 GWS JUN 29 1981
ROAD DESIGN SECTION
Action

REFERRED TO
Beard Stoudenmeyer
Cole 1 Mapp NEM
Erikson 2 Hansen
Hagor Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

G. Wimer
A. Hansen
A plans in hand will be scheduled during ob the week of Aug 10.
B.11. 6-29-81
J.00.
c.c. Weber
Chet Anderson

Al, Set up date for review LEO

Contains Recycled Materials
81-125-1387

SP*75683-125

STATE OF OREGON

INTEROFFICE MEMO
FILE CON 5 #

TO: Gerald Wimer
Region 2 Construction Engineer

DATE: May 26, 1981

REGION 2 ENGINEER
RECEIVED
MAY 27 1981
RLE RE RCE ULE GEO TSG ENV RFE

FROM:
FOR: Chet Anderson, Resident Engineer

SUBJECT: Review of Preliminary Plans
Crest Motel-32nd Street (Astoria)
Columbia River Highway
Clatsop County

The Crest Motel-32nd Street (Astoria) project plans have been reviewed as requested. Enclosed is the following data concerning the requested review:

1 Pad — Plans and Specifications Review Checklist from L. Weber with supporting data.

1 Pad — Plans and Specifications Review Checklist from C. Anderson with supporting data.

1 Pad — Plans and Specifications Review Checklist from Phil Stearns with supporting data.

Request the plans for the project be updated with applicable recommendations as soon as possible so the updated plans can be sent to the City of Astoria for their review and approval.

cc: file

encl.

Contains Recycled Materials
81-125-1387

PLANS AND SPECIFICATIONS REVIEW CHECKLIST

Project: 32nd Street-Crest Motel (Astoria)

Date Sent to Resident: 4-14-81 Date to be Received by Region: 5-29-81

Plans or Specifications sent to:

Gerald Wimer Resident: Chet Anderson

Resident Engineer Comments: _____

I certify that I have reviewed these plans and specifications and that an adequate review has been conducted subject to review of Region Office Staff.

Signed _____
Resident Engineer

Region Office Staff Comments: (Use separate sheet if necessary)

Region Location Engineer: _____

Region Traffic Engineer: _____

RECEIVED
APR 17 1981
CONSTRUCTION BRANCH

2 K Keasey — Richards
Jackmond — Berg
3 Hopkins — 1 Inloes — 20
Williams — Widmer
Johnson — Schaver
4 Gr. — Smith

Region Bridge Engineer: _____

Region Federal Aid Engineer: No comments - ms

Region Construction Engineer: _____

Signed _____
Region Construction Engineer

Date Sent to Specification or Design:

PLANS AND SPECIFICATIONS REVIEW CHECKLIST

Project: 32nd Street-Crest Motel (Astoria)

Date Sent to Resident: 4-14-81 Date to be Received by Region: 5-29-81

Plans or Specifications sent to: Gerald Wimer Resident: Chet Anderson

Resident Engineer Comments:

I certify that I have reviewed these plans and specifications and that an adequate review has been conducted subject to review of Region Office Staff.

Signed_
Resident Engineer

Region Office Staff Comments: (Use separate sheet if necessary)

Region Location Engineer: See Attached Sheets

Region Traffic Engineer:

Region Bridge Engineer:

Region Federal Aid Engineer:

Region Construction Engineer:

Signed_____
Region Construction Engineer

Date Sent to Specification or Design:

DIVISION

COLUMNAR TABULATION SHEET Review of Recommendations, 1

32nd - Crest Motel
Drainage Revised Suggeste

Page 1 Note	Sta	Adjust inlets in Place of Cap	Revised Plan (Red)	8" Prelim. Plan	8" Additional 8"	Revised Plan (Red)	12" Addit 12"
4-16	30	1	(Recommend Inlets be replaced and exst. inlets be				
4-17		1					
5-4					15	(Agree)	
5-5	13		130	94	36	(New drains may conflict with gu line water main, fewer connectio	from to la
6-7	53		50	28	22	(New drain pipes may conflict w future connecting to existing	ll. Fe alets.
7-4	57		12	4	8	(" "	"
7-9	60		55	10	45	(" "	"
7-10	65		50	14	36	(Fewer connecting to	estin
8-2	69				15	Agree	
8-5	72					Agree	
8-7	75					Agree	
8-9	78	(It is not					
9-8	89	where it					
		Fewer drain pipe					
		2			177		
		x100			x 10		x
		200			1770		3
							11 350 x

tions, 'Crest Motel - 32nd Sheet project plans, C. Anderson 5/6/87

ggested by Region 2 Location

SHEET OF ..... SHEETS

Additional 15" 18" 12"	Additional	Addit Mon Hole	Addit Jct Box "B"	Pipe Under Pvmt (additional)	Connect to exist Manhole (Additional)	Remarks
lets be capped.)	Other Additional					
					1	connect to Manhole instead of risky conn. to exist sewer of questionable location
transmission line to existing inlets)				105	2	
existing inlets.)					1	
" ")					1	
" ")				55	1	
existing)				50	2	

Connect to inlet)

20	20			64	1 1	210	8
x15	15			x20		x20	x150
300	300			1280	1500 600	4200	1200

350 x 1.20 = 13,600

CREST MOTEL - 32nd STREET

Suggested changes in drainage as noted in red on plans and listed on the attached sheet. The drainage as shown on the preliminary plans in many cases does not allow access to the system for maintenance, takes a circuitous route, or makes connections to existing lines of doubtful size, type and condition.

This highway is routed over a city street with state maintenance of surface only. The city maintains the drainage system. According to our county city section if we make a change in the drainage system by contract plans not approved by the city, we could be left with the responsibility of maintenance.

All existing inlets to be utilized in final job should be cleaned by city or contractor.

The outlet ends of all drain pipe should be marked.

Page 2E	A.C. leveling should be class "C".
"	Question the economy of going less than 4" size drain pipe.
Note	Page 3
8	Where does this outlet?

Page 2A CURB AND WALK SECTION. We should remove existing walk as it is not good practice to place thin layers of embankment over.

My primary concern is the deletion of the 3-inch drain pipe in the trenches along side the old pavement. I feel this is comparatively low cost insurance.

PLANS AND SPECIFICATIONS REVIEW CHECKLIST

Project: 32nd Street-Crest Motel (Astoria)

Date Sent to Resident: 4-14-81 Date to be Received by Region: 5-29-81

Plans or Specifications sent to:

Gerald Winer Resident: Chet Anderson

Resident Engineer Comments: Recommendations on attached plan sheets and sheets listing recommendations.

I certify that I have reviewed these plans and specifications and that an adequate review has been conducted subject to review of Region Office Staff.

Signed C Anderson
Resident Engineer

Region Office Staff Comments: (Use separate sheet if necessary)

Region Location Engineer:

Region Traffic Engineer:

Region Bridge Engineer:

Region Federal Aid Engineer:

Region Construction Engineer:

Signed
Region Construction Engineer

Date Sent to Specification or Design:

Review of Crest Motel-32nd Street Project Plans
LIST OF RECOMMENDATIONS C. Anderson 5/7/81

1. If Lime Treatment of Subgrade is retained on job-Unsure if all subgrade is clay. If some areas are not clay (are silt sand or mixture of rock) then eement treat would be appropiate. Suggest it be noted that subgrade be treated with lime or cement as directed. Possibly would need to set up two seperate pay items for subgrade treatment and two seperate pay items for lime and cement used in treating subgrade.

2. Aggregate under curb needs to be extended back of curb one foot, suggest limits of excavation be shown 1 foot back of curb.

3. Need indication on all typical sections that there is a leveling course of variable thickness and slope that is a seperate lift of lifts from the base lift.

4. On typical sections suggest slope shown as variable slope rather than .020'/ft. nom. Also in some areas it will be necessary to break the super at the 7', 12' or some other distance Rt. or Lt. of center line, this should be shown on the typical section. Add typical sections if needed.

5. For the sections from station 37 to 45+, which is to be built under traffic, suggest the base surfacing consist of crushed aggregate only, eliminating a lot of staging and traffic handling problems. Also should indicate need for minimun width and depth of aggregate surfacing on incompleted fill each night. The temporary detour aggregate that does not become a permenant part of the final roadway could bv of "commercial quality" 1"-0 crushed aggregate.

6. Should probably have a time limit on completion of embankment, Station 37 -45+, and have surfaced with base lift of AC mix to limit time traffic is on gravel surface.

7. Suggest note be added to typical sections that all existing concrete sidewalk and curb that is to be buried is to be broken up to minimum size of 0.5 ft pieces before burrying.

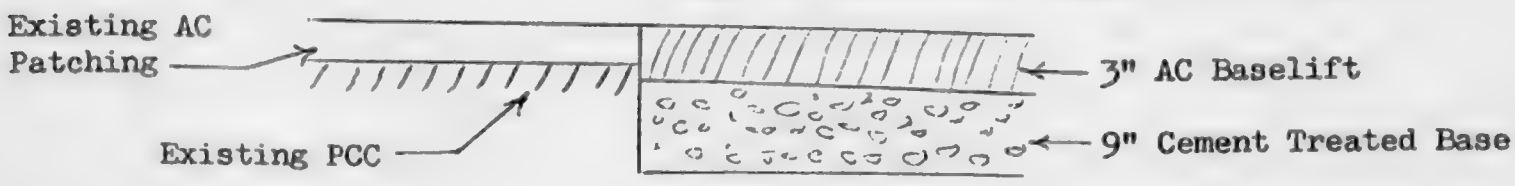
8. Suggest AC mix be Class "C" because of leveling lift, large number of driveway and road connecions and roadway is in "urban" area.

9. Suggest it be required that backfill of all culvert pipe and other trenches that lie under new roadway and sidewalks be backfilled with sand. Set up pay item for sand backfill, neat section measurement, pay to cover disposal of material excavated from trenches.

10. Suggest it be indicated on all partial typical sections if section is Lt. or Rt. of center line.

11. Signing, barricades and cones needed for seperating stage 1 and stage 2 areas frm traffic.

12. If subgrade is lime or cement treated it will need to be "capped" with AC before traffic can be routed over it. Will not be able to cover treated base with AC and not have severe vertical edge of pavement in travel lane. Therefore suggest lime or cement treated base be replaced with 3 inches of AC mix:



LIST OF RECOMMENDATIONS

13. Need to mention no vertical drop off at edge of traveled way left overnight.

14. Suggest inlet be installed Lt 64+20± or 64+75± to keep runoff from highway from going onto yard and house at NW corner of 46th and Lief Erickson Drive (outlet?).

15. Suggest rebar for inlet caps be "merchant quality" steel.

16. Limits of trenches for drainage items and other items cut rhru existing surfacing to be "saw cut". Existing PCC pavement removed to be replaced with commercial quality 3300 psi minimum, minimum 6 sack per CY early strength concrete.

17. Need detail showing typical connections of drain pipe, culvert pipe or other drainage to existing manholes or inlets or other drain pipes ~~of~~ or culverts.

18. Not all connections of existing walks to new sidewalk are noted on plan sheets. Special treatment where steps and hand rail are needed is not indicated on plan sheets.

19. Extending taper of left turn refuge West of 32nd Street will require City to establish "No Parking" on Lief Erickson Drive from 31st to 32nd Street. This has not been arranged and it is doubtful if the City will provide for no parking in this block. The left turn refuge lane should be tapered East of 32nd St.

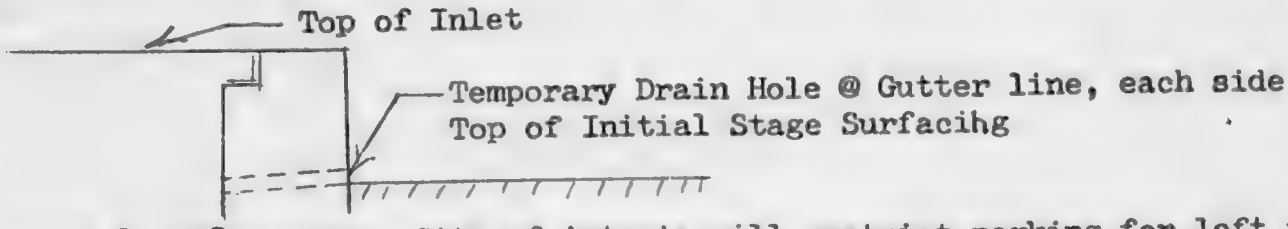
20. Suggest subdrain ditch be located 1 ft± outside edge of existing PCC pavement as it would be impractical to dig trench exactly at edge of existing PCC slab and not loose consolidation of base under edge of slab, lost consolidation could not be re-established this close to the slab edge.

21. Not necessary to have 2 sizes of drain pipe, suggest all drain pipe be 4".

22. Connections of new drain lines to existing drain lines, manholes, and inlets is not noted on plan sheets at all locations where this needs to be done.

23. Plugging of existing drain lines where existing inlets are removed is not noted on plans in all cases.

24. Request detail showing temporary drainhole in side of inlet at gutter line be shown:



25. Per January 8, 1981 letter, City of Astoria will restrict parking for left turn refuge at 39th street only. Left turn refuge at 37th street would require restricted parking from 36th to 38th street which city has not indicated they would do. Should be noted on plans that striping left turn refuge lane at 37th street to be done in future by others, for benifit of City's review and approval of plans.

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

32nd – Crest Moto
Drainage Revisions Sug

			8"				12"		
Page # Note	Sta	Adjust inlets In Place of Cap	Revised plan (Red)	Prelim. plan	Additional 8"		Revised plan (Red)	Prelim. plan	Addit 12
4-16	30	1							
4-17		1							
5-4					15				
5-5,12,13			45, 55, 30 130	94	36				
6-7	53		30, 20 50	28	22				
7-4	57		12	4	8				
7-9	60		55	10	45				
7-10	65		30, 20 50	14	36				
8-2	69				15				
8-5	72								
8-7	75								20
8-9	78	Move new inlet from side walk ramp?							
9-8	89	where is 2nd G-1 inlet? where does 12" go? Does drain pips connect to inlet?							
		2			177				20
		×100			×10				×15
		200			1770				300
								11,35	×1

ested by Region 2 Location 4-23-81 Fidler

other Additional

SHEET ..... OF ..... SHEETS

Additional 12"	15"	18"	TT. EXC	Additional	Addit Man Hole	Addit Jct Box "B"	Pipe under Permit (additional)	connect to EXIST Manhole (additional)	Remarks	
								1	connect to Manhole instead of risky	
			$\frac{36 \times 2.7 \times 30}{27}$ =	11cy			105	2	conn. to exist sewer of questionable Locatio	
			22 x .1 x 3.0 =	7				1		
			8 x .1 x 3.0 =	2				1		
			45 x .1 x 3.0	14			55	1		
			36 x .1 x 3.0	11			50	2		
			15 x .1 x 3.0 =	5	1				Constr M.H. where inlet shown on Rt, put inlet along side	
	20'		20 x .12 x 3.0 =	7					Abandon exist 14" & 10", new 15"	
20			20 x .11 x 30 =	7		1			Abandon EXIST outlet pipe from inlet Rt install NEW 12" const "B" Inlet for 6" Jct	
20	20			64	1	1	210	8		
x15	15			x20			x20	x150		
300	300			1280	1500	600	4200	1200		
x 1.2 =			15,600							

9420 4-15-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-1(12)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80350

2A. COUNTY NAME: Clatsop

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/15/81

8. FEDERAL ROUTE NUMBER: Primary 1

9. STATE ROUTE NUMBER: Primary 2W

10. GENERAL LOCATION:

Crest Motel - 32nd Street (Astoria) Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [x] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 4/9/81 you are authorized to proceed with the actual acquisition of files 51886 and 51887 at a TEC of $6,000 Federal Funds $5,290 as shown on R/W map 9B-18-5. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

(The above authorization does not require additional obligation of funds)

orig to: 4-20-81

RECEIVED
STATE HWY ENGR
APR 20 '81
REFER TO
FOR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/15/81	J. K. Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9420 C

2W

STATE OF OREGON
Highway Division 378-2626

INTEROFFICE MEMO

TO: Frank Terpin
LOCATION

DATE: January 8, 1981

FROM: Gerald Wimer
REGION CONSTRUCTION ENGINEER

RECEIVED
JAN 8 1981
LOCATION SECTION

SUBJECT: Informational Public Meeting
Crest Motel - 32nd St. (Astoria)
Columbia River Highway

This office held an Informational Public Meeting November 19, 1980, at 7:30 p.m. in the Astoria City Library relative to the subject survey. Items brought up by those attending the meeting are well documented in the attached November 24 report from Resident Engineer Chet Anderson.

Items 1, 6, 7, 8, and 11 were informational or questions answered at the meeting.

Items 2, 3, and 4 relate to banning parking and providing a left turn refuge at different locations. Authority to ban parking rests with the city of Astoria. See Mr. Anderson's attached December 12th letter to the city. Also see the attached December 12th excerpt from the minutes of the Astoria Traffic Safety Committee, Mr. Anderson's December 15th transmittal, and Astoria City Manager Dale F. Curry's December 16th letter. Mr. Anderson now believes the city will be reluctant to ban any more parking but that we should make some minor plan changes to accommodate a likely future left turn refuge in the vicinity of 37th St. He details his proposal in a December 29th letter. A copy is attached together with Region Location Engineer Loren Weber's December 31 letter commenting on the proposal. These two letters request we widen our typical section to a 30-foot width right of Sta. 28+00 ± to Sta. 31.+75±. It is important to the two small businesses at this intersection of 37th St. to have on-highway parking whenever a left turn refuge is painted. Therefore, this office requests that our original survey submittal be modified to include this minor additional construction.

REFERRED TO
Beard Steudenmeyer
Cole Mann
Eriksen Watson
Hagen Dorn
Return Do File Copy Due
BY FINAL DESIGN ENGINEER

Items 4 and 5 in part relate to a requested traffic signal at 45th St. Our Region Traffic Engineer took and analyzed the side street traffic and considered the accident history of the location concluding that neither warranted a traffic signal at this time or in the near future. That information is available in this office for review.

Item 9 concerns the need for a fill slope easement on the southerly side of the highway from 43rd to 45th Sts. Please request the designer to review that need. If we still need the fill slope easement, please have the designer provide us enough of the cross sections to show the adjoining owners. We will need this information by the time negotiations commence.

Versteeg
Anderson
Sullivan
Termin
Action

Item 10 in part points our that some driveways will involve construction outside of the existing right of way where no new additional right of way is to be taken. I doubt that we have the rights to enter those properties without some formal arrangements. Therefore, this office requests that you have the designers lay out a temporary construction easement for each driveway connection extending outside of the right of way where we are not acquiring any other propery or easement from the owner.

If we can be of any further assistance to you in following up on the items brought out at the informational meeting, please let us know.

Attch.
cc: Eldon Everton
Chet Anderson
Phillip O. Stearns

9420

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-5

December 30, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80350
Project No. F-1(12)
Crest Motel-32nd St. (Astoria) Sec.
Clatsop County

Enclosed is data consisting of PR-1 forms, sketch maps & right-of-way map 9B-18-5 for the subject project.

I request the following:

1) Authorization to proceed with all phases of right-of-way acquisition at an estimated total cost of $62,000 with an obligation of $54,653 in federal funds. The right-of-way to be acquired is as outlined in red on right-of-way map 9B-18-5 and does not involve relocation assistance.

A copy of the State Clearinghouse A-95 review comments has been previously forwarded.

CL:bke
Enc.

cc: J. Boyd
F. Lowe
Gen. Files

Form 734-3122

74/20

Chet Knudsen

3W

OFFICE OF THE CITY MANAGER
1095 Duane Street
325-5821

CITY OF ASTORIA OREGON
FOUNDED 1811

RECEIVED
DEC 1 1980
DISTRICT ENGR. ASTORIA
D.E. | HWY | A | SEC | 1

December 16, 1980

NOTED
E. L. EVERTON
DIST. ENGR.

Dennis Thiel, Chairman
Traffic Safety Committee
1375 Commercial
Astoria, Oregon 97103

Dear Dennis:

The Traffic Safety Committee has recommended a left-turn lane at 39th and Leif Erickson Drive. I have been here a long time and this is the first time that I have ever heard of any problems at that particular corner. Bumble Bee Seafoods has hauled millions of tons of tuna to that corner and I have never once heard a single complaint about it, nor have I known of any accidents involved at that particular intersection. Before I proceed with any recommendations to the Highway Department concerning such a left turn refuge at this time, I am going to take the matter before the City Council and if Bumble Bee wishes to appear and present their case to the Council, then I think that they should.

I did not receive a communication from Mr. Linder and was unaware of any problem. I would appreciate copies of letters sent directly to you so that I might be informed accordingly. I will talk to John Supple about this particular problem prior to discussing it with the City Council.

Sincerely yours,

THE CITY OF ASTORIA

Dale F. Curry
City Manager

DFC:pr

Copy: John Supple, Bumble Bee Seafoods
Elden Everton, State Highway Division
Ray Ala, Public Works Director

Versteeg
Anderson
Christensen DC
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 22 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

REFERRED TO
Beard
Cole
Eriksen
Hager
Stoddenmeyer
Mann AGM
Watson
Dorn
Lau
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

copy to Chet Knudsen - 15 Dec '80
Copy to G. Wimer 12/19/80
D. Christensen 12/19/80

9420

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-12-80

FEDERAL AID PROJECT NO.: -1(5)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 80350

COUNTY NAME: Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

12-16 ouc

RECEIVED
STATE HWY ENGR
DEC 16 '80
REFER TO Machrina
FOR
Info | Inves | R/D | D/A | S/B | A/E | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	12/12/80	Primary 1	Primary 2W

GENERAL LOCATION:

Crest Motel - 32nd Street (Astoria) Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ OTHER (Specify) Program change
See below

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 12/1/80 I approve the revised Preliminary Engineering Costs to a TEC of $80,900 Federal Funds $69,383.

(Increase TEC $27,000 Federal Funds $23,157)

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12/12/80	G K Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-858

9420 (

2W

STATE OF OREGON
Highway Division 378-2626

INTEROFFICE MEMO

TO: Chet Anderson
RESIDENT ENGINEER

DATE: December 1, 1980

FROM: Eddie Y. Welsh
REGION II ENVIRONMENTALIST

SUBJECT: 32nd Street - Crest Motel
Clatsop County

Mr. Fredrickson has suggested that I forward the attached letter to you so that you can contact Mr. Fulton and answer his questions. I am also attaching a copy of my response to him for your information.

EYW/bah
W/Attch.

Eddie Welsh December 5, 1980

Mr. Fulton visited office on 12-4-80. Mr Fulton owns the NW corner property at 45th and Lief Erickson, (3 Bar Partnership 463-544). Reviewed detail map and planned roadwork near 45th Street with Mr. Fulton. Indicated to Mr. Fulton the planned roadwork in front of of his property involved overlaying existing road, rebuilding curb and moving it out towards his property about 5 feet, rebuilding and raising sidewalk and reconnecting the concrete walkways that go to the front of the apartments on his property to the new sidewalk. The above work would not be outside the street R/W. Also indicated the existing trees located between the existing curb and sidewalk would be removed.

Chet Anderson
Resident Engineer

cc: Duane Christensen
On Crest Motel-32nd Street project, please inclued reconnection of new sidewalk to existing walks leading to apartment building Left Station 59+00± to 60+30±.

REFERRED TO
Goudenmeyer
Olson
Sullivan
Terpin
Toul
Wakerlig
RECEIVED
DEC 08 1980
ROAD DESIGN SECTION
Do Not File
Return To
Bring
Action

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

November 28, 1980

Mr. G. C. Fulton
968 Commercial Street
Astoria, Oregon 97103

Dear Mr. Fulton:

I regret that we did not get you informed about the informational meeting. Apparently your name is not on the map I was working from.

Since I'm not quite sure which property you are referring to, as your letter does not indicate whether your property is east or west of the intersection, I am forwarding your letter to Mr. Chet Anderson, the Resident Engineer in Astoria. Mr. Anderson will contact you in the very near future and will provide answers to your questions. Mr. Anderson also has a copy of the detail map that was presented at the meeting. You might like to review the map in his office. Mr. Anderson's office is located at 705 W. Marine Dr., Astoria. His phone number is 325-4732 if you would like to make an appointment.

If I can be of any further help on this, please contact this office.

Sincerely,

Eddie Welch
REGION II ENVIRONMENTALIST

EW/bah

cc: Chet Anderson

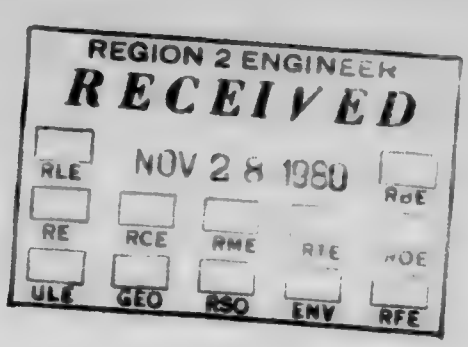
ANDERSON, FULTON, LAVIS & VAN THIEL
ATTORNEYS AT LAW
968 COMMERCIAL STREET
ASTORIA, OREGON 97103

TELEPHONE
325-5911

ROBERT C. ANDERSON
GEORGE C. FULTON
HAYES PATRICK LAVIS
DAN VAN THIEL

STEVEN D. GERTTULA

November 26, 1980



Department of Transportation
Highway Division- Region 2
2960 East State Street
Salem, Oregon 97310

Attention: Mr. Eddie Y. Welsh
Region II Environmentalist

Dear Mr. Welsh:

I was recently advised that the Department of Transportation is considering improving the Lower Columbia River Highway lying between 32nd Street and the Crest Motel in Astoria. You conducted a public informational meeting on November 19, 1980 in the Flag Room of the Astoria City Library. I was unaware of this meeting, and I am one of the owners of a piece of property located at the corner of 45th Street and Lief Erickson Drive which I am sure will be affected by this realignment. Therefore, I would appreciate it if you would advise me what plans the Department has which would affect the north side of the Lower Columbia River Highway at 45th Street.

Your prompt response would be appreciated.

Very truly yours,

G. C. FULTON

GCF:cs

9420.

(#2)

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

November 18, 1980

In Reply Refer to
File No.:
PRO 6

TO Executive Department
Federal Aid Coordination Unit

Clatsop-Tillamook Intergovernmental
Council
P.O. Box 488
Cannon Beach, Oregon 97110

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 1
Section: Crest Motel-32nd Street
Highway: Lower Columbia River Hwy. Astoria
County: Clatsop

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be **December 23, 1980.**

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg(3)
Gary Potter
W. J. Hart
Reg. 2 Engr: C.O. Fredrickson
Dis. 1 Engr: E.L. Everton
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
NOV 25 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 [12] APPLICANT: Department of Transportation | [45] | [46] DIVISION: Highway | [79]

03 [12] APPLICANT ADDRESS STREET: O'DOT Building | [45] | [46] CITY: Salem | [60] | [76] ZIP: 97310 | [80]

04 [12] CONTACT PERSON: D.E. Swan | [45] | [46] AREA CODE: 503 | [48] | [49] PHONE: 378 | [55] | [56] EXTENSION: 6563 | [59]

01 [12] PROJECT TITLE: Crest Motel - 32nd Street | [71]

11 [12] PROJECT LOCATION—CITY: Lower Columbia River Hwy. Astoria | PROJECT LOCATION—COUNTY: Clatsop | PROJECT LOCATION SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The proposal is to resurface the travel lanes and shoulders of the existing [71]

06 [12] facility. Shoulder widths may vary to include intermittent parking areas. [71]

07 [12] Some curbs and sidewalks may have to be replaced as a result of highway [71]

08 [12] widening, or to provide proper curb exposure. Additional pedestrian and or [1]

09 [12] bicycle paths will also be considered in the engineering study. [71]

10 [12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
[12] (A) Grant [19]	[20] (B) Other [27]	[28] (C) State [35]	[36] (D) Local [43]	[44] (E) FUNDS [51]	[52] (F) FUNDS [60]
387,860	----	52,140	----	-----	440,000

13 [12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45] | [46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79] [71]

14 [12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 [12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45] | [46] FEDERAL SUB-AGENCY NAME: FHWA [79]

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
XX 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: November 18, 1980

(D) REVIEW REQUIRED by A-95 Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT Yes [ ] 33 No [ ] 34

(F) HOUSING RELOCATION REQUIRED Yes [ ] 35 No [ ] 36

(G) ESTIMATED APPLICATION FILING DATE: [41] MONTH [42]: Dec. | [43] DAY [44]: 23 | [45] YEAR [46]: 1980

ADDITIONAL INFORMATION–ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No [ ] Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: November 18, 1980

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

F-1(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 27, 1978

Section Crest Motel- 32nd Street — Unit (if appl) ____

County Clatsop FA — City Astoria

Highway Lower Columbia River 0002W — State Hwy. No. 2 W

Termini: M.P.(if appl) 95.4-97.06 — Length 1.66 Miles

Region 2 — Construction Estimate $440,000 Program Amount

B. Purpose of Project: The proposed project is to widen the existing roadbed and resurface the travel lanes and shoulders to provide 12 foot travel lanes with 4 foot paved shoulders.

C. Origin & History of Project: The Crest Motel - 32nd St. Section of the Lower Columbia River Highway is included in the six-year Highway Improvement Program as adopted by the Transportation Commission February 22, 1978. A request for an Authority for Survey dated June 7, 1978 has been forwarded for processing.

D. General Description of Project: The proposal is to resurface the travel lanes and shoulders of the existing facility. Shoulder widths may vary to include intermittent parking areas. Some curbs and sidewalks may have to be replaced as a result of highway widening, or to provide proper curb exposure. Additional pedestrian and or bicycle paths will also be considered in the engineering study.

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking Intermittent

Proposed: No. Lanes 2 ; Med. 0 ; Shldrs. 2 ; Parking Intermittent

Traffic: Existing Facility: Existing ADT 6200-11,500 Projected ADT 10,500-13,500 Yr. 2000

Existing Level of Service ____

Proposed Facility: Projected ADT 7000-13,000 ; Yr. 1982

Projected Level of Service C

Right of Way: Additional anticipated ~~No~~ Yes ; if yes, give approx. No. Parcels 18
Yes, No

Acres 1.0 ; Type of Relocation Req. None ; No. —

Materials Source, Borrow, Waste Disposal Requirements, if any:
It is not anticipated that borrow or waste disposal sites would be required. Commercial sources are available to supply surfacing material.

Type of Structure(s): None involved

Brief Description of River or Stream and Type of Involvement, if any:

None involved

Local City, County or COG priorities of project:

FHWA and/or OSHD approvals given, if any:

Approved as part of the six-year Highway Improvement Program for construction in fiscal year 1982.

Location or Design Alternatives (identify and describe):

Design alternatives which may include depth of surfacing material, shoulder width, and replacement of some curbs and sidewalks will be considered.

Other Descriptive Information or Comments:
Evidence of subsurface moisture beneath the pavement indicates the need for some foundation investigation and possible improvement of drainage facilities Bike paths will also be considered during the preliminary engineering phase of the project.

(Attach project sketch map.)
The highway passes through a known slide area at approximately midpoint of the project. Investigation of soil stability in this area will be required.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The proposed project lies at the easterly edge of the city of Astoria, Oregon and is entirely within the city limits. The terrain varies from the flat, narrow bay side land form to steeply sloped rolling foothills extending along the southerly shoreline of the Columbia River estuary. The geological formation is generally marine sedementary rocks forming massive beds of fine grained sandstone which grade upward into shale overlain by unfossiliferous course grained sandstone. A known slide area is also present within the project limits.

Roadside vegetation is riparian in nature consisting primarily of older maples and scattered hemlock. The ground cover is a rather dense growth of himalayaberries, salal, thimleberry, ferns, native grasses, and several unidentified forbes. Wildlife species are generally those that have adopted to living within a partially developed residential-commercial area. There are no significant streams of drainage ways adjacent to the highway within the project limits.

2. Cultural: Astoria (population 10,740, 1977) is the second largest seaport town along the Oregon coast, exceeded in population by Coos Bay only. Economic stability is provided by dock facilities for world wide shipping, a local fishing fleet and recreational boats. Timber and seafood processing are additional economic resources, as well as providing goods and services for a large touri and recreational crowd. Roadside culture within the project limits reflects the environs of a coastal town being an intermix of residential and commercial development is oriented towards serving the local residents and the tourist - recreational traffic. A public recreation area is adjacent to the highway near the westerly end of the project providing facilities for baseball, and tennis. The shoulder of the highway is utilized for parking at this site. Other intermittent sections of wide shoulder provides parking for a limited number of vehicles. Intermittent segments of curbs and sidewalks also extend throughout the project.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None anticipated

2. Estimated Impact on Traffic Patterns:
Temporary disruption during construction.

Consequences--Air Quality, Noise, Safety, etc.:

The proposed project would have no significant impact on ambient noise levels or air quality.

3. Estimated Impact on Land Use:

None anticipated

Consequences:

4. Expected Impact on Natural Ecological Resources:

None anticipated

Consequences:

5. Expected Impact on Cultural and Scenic Resources:
Widening the highway may require some extension of cut and fill slopes, which would impact roadside esthetics.

Consequences:
The extent of cutting and filling is unknown at the present time but it is not anticipated to be extensive.

6. Preliminary Identification of Areas of Critical Concern:

None have been identified

7. Potential for Controversial Issues:

None anticipated

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

Improving an existing facility is consistent with the statewide clean air implementation plans as no significant changes in traffic volumes, speeds, or patterns are encouraged.

b. Noise Standards
A noise study report is required.

c. Water Quality Standards
Enforcement of standard specifications that are a part of all contracts assures that water quality standards are maintained.

d. Area Land Use and Transportation Plans, and Zoning
The project is consistant with existing transportation plans as indicated in the District One Major Road and highway plan for Clatsop and Tillamook counties.

C. Recommended Type of Action and Documentation:

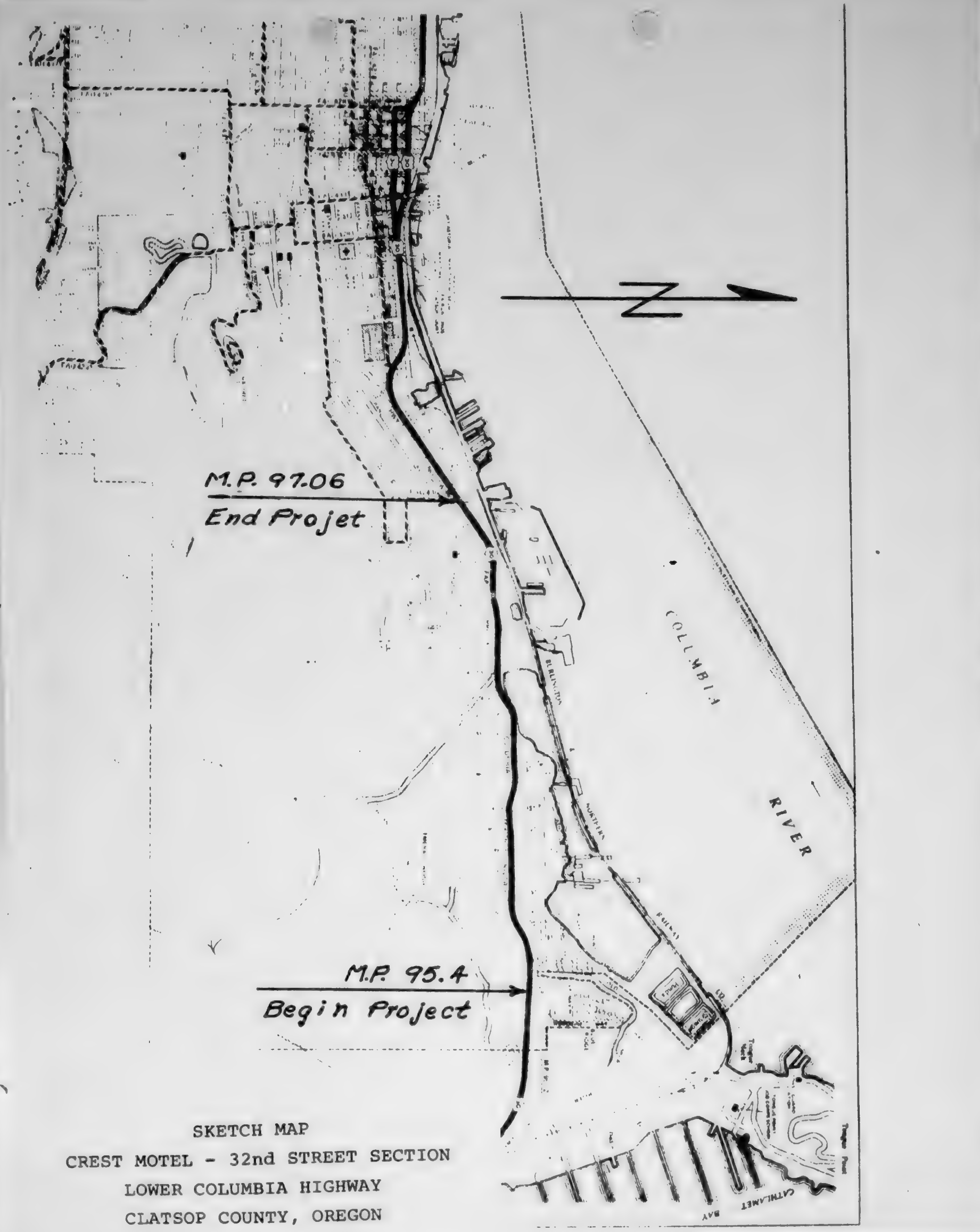
----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

In accordance with FH PM 7-7-2 projects of this type are ordinarily considered to be non-major actions.

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4



SKETCH MAP

CREST MOTEL - 32nd STREET SECTION

LOWER COLUMBIA HIGHWAY

CLATSOP COUNTY, OREGON

9420

2W

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 4-1937

October 23, 1980

FROM: Loren Weber
Region Location Engineer

SUBJECT: Crest Motel-32nd Street (Astoria)
Lower Columbia Highway
Clatsop County

TO: D. O. Christensen
Final Design Engineer

Attn: Richard Leu and Bud Mann

I have done some field investigation with Bill Fretwell and Chet Anderson with regard to the walls on the cut side from Station 69 to 75. For the first section, from 69+50 to 71+50, I propose the use of a standard retaining wall which would be placed at the curb line. The height will be controlled by the elevation on the existing slope which will provide for a 6 foot walk plus perhaps a foot behind for a dirt shoulder which will intersect the slope with no excavation on the cut itself. This will require the addition of a hand rail on top of the wall to protect the pedestrians from falling off into the traffic below.

The second area of concern is from Station 72+ ahead to 75+ where there is a cut on the right. The bulk of this cut falls off into a drainage on the back side such that it won't present much of a grading problem to take it out as excavation. However, the east end from about 74+00 ahead has a house and yard above the existing wall which will be removed. From here ahead to the end of the yard, Station 75+10, we propose the installation of a standard retaining wall in back of the sidewalk. This will give us our width and protect the property above.

The above will give us some material which I would suggest that we waste rather than attempt to use as fill for the adjacent draws. My reason for this is that probably the excavated material will be pretty wet and the small fill areas won't adapt themselves to drying it out. It follows that the needed fill material should be selected borrow of a quality satisfactory to the engineer which wouldn't completely preclude the use of the above excavated material, provided it would be useful.

I am returning two rolls of cross sections which were borrowed for use in this study. If you need further information, let us know and either Chet Anderson or our people will pick it up.

REFERRED TO
Board
Cole
Erikson
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Stoudenmeyer
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BY FINAL DESIGN ENGINEER

Versteeg
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ROAD DESIGN SECTION

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9420

2W

ROAD DESIGN SECTION

DES 16-1

Tony George, Engineering Coordinator
Environmental Section

October 13, 1980

A. D. Olson
Preliminary Design Engineer

Noise Barrier
Crest Motel-32nd Street (Astoria)
Lower Columbia River Highway
Clatsop County
Prefix 4-1937-907

The existing right-of-way, approximately 37 feet left of centerline, is not adequate to construct a berm or berm/wall combination barrier.

Constructing a sound wall as proposed would cost approximately $50,000, averaging $238 per lineal foot; however, this wall would not provide adequate sight distance for safe access to the highway from 38th Street. A wall placed at the right-of-way line would also fail to provide adequate sight distance.

Some of the mobil homes in the trailer park appear to be placed at the right-of-way line.

There does not appear to be a feasible alternative for a noise barrier at this location.

This would be a Type 1-B project.

ADO:ja

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STATE OF OREGON
HIGHWAY DIVISION

INTER-OFFICE MEMO
ENV 3

TO: J. H. Versteeg
Head of Engineering

DATE: August 29, 1980

FROM: A. J. George, Engineering Coordinator
Environmental Section

SUBJECT: Crest Motel-32nd St. (Astoria)
Lower Columbia River Highway
Clatsop County

Would you please analyze and provide us with the engineering feasibility and cost estimates for an 8-foot concrete shoulder barrier 210 feet in length. (See attached mapping, Stationing 31+70 - 33+75 Lt.).

This information is needed so that we can complete the final noise study report for this project. Also available for your use are project photos, topography map, and road cross-section mapping. If you need any of this information or have any questions, feel free to contact Jerry Morrison.

Your assistance is appreciated.

AJG:JM:lb

Attachment

cc: A. Olson, Engineering

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Christensen
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ROAD DESIGN SECTION

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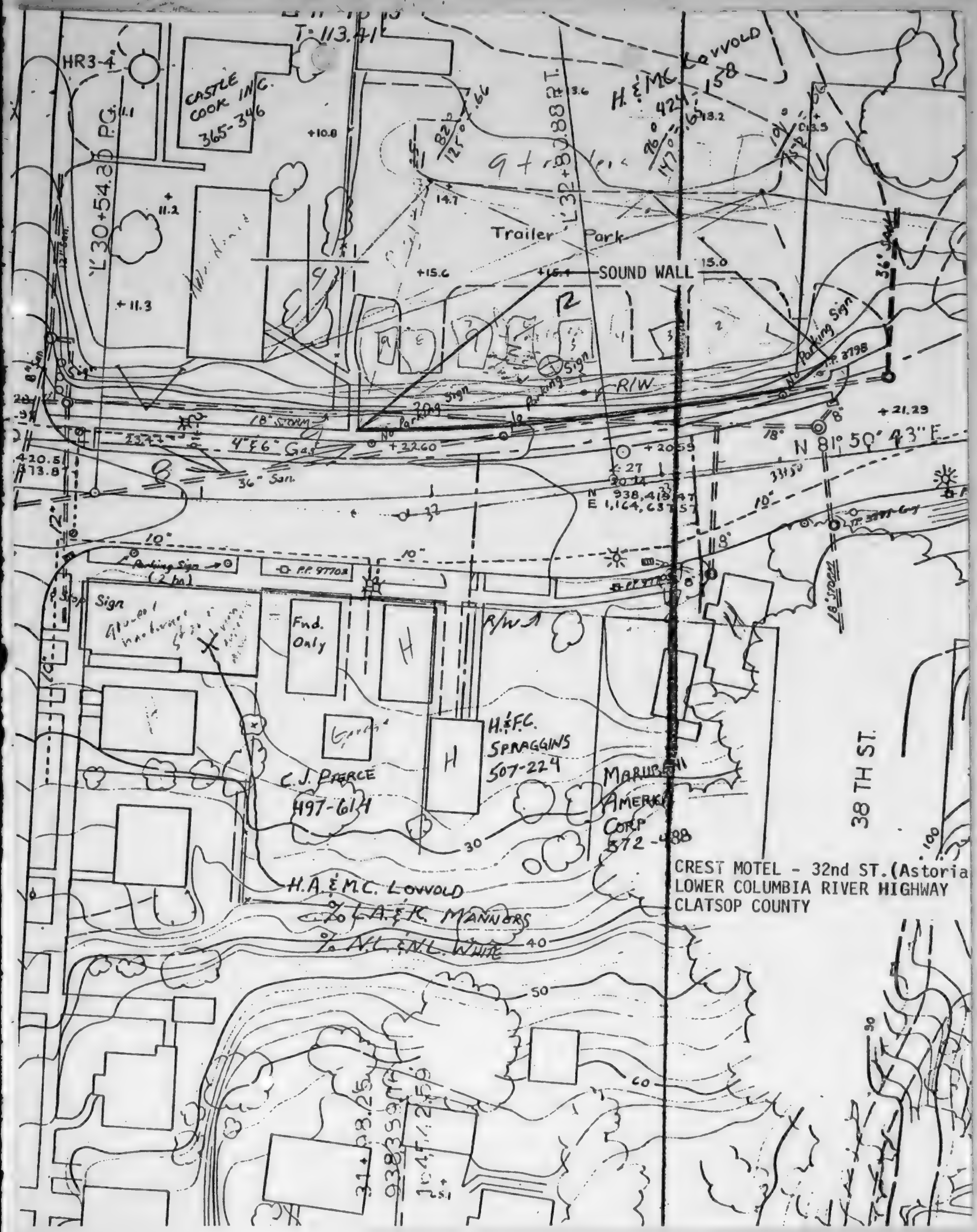
81-125-1307

SP°75683-125


T-113.41
HR3-4
CASTLE COOK INC.
365-346
L30+54.26 P.C.
+10.8
+11.2
+11.3
+15.6
+16.1
SOUND WALL
15.0
Trailer Park
L32+87.88 P.T.
H.&M.C. LOVVOLD
424
158
82
125°
96
142°
13.2
13.5
14.7
Parking Sign
R/W
18" Storm
4"F.G. Gas
+32.60
+20.59
+21.29
N 81° 50' 43" E
36" San.
N 938,418.47
E 1,164,637.57
10"
8"
Parking Sign (2 ea.)
P.P. 97708
Sign
Fnd. Only
H
H.&F.C. SPRAGGINS 507-229
C.J. PIERCE 497-614
MARUBENI AMERICA CORP 572-488
H.A.&M.C. LOVVOLD
% L.A.&K. MANNORS
% N.C.&N.L. WHITE
30
40
50
60
90
100
38 TH ST.
CREST MOTEL - 32nd ST. (Astoria
LOWER COLUMBIA RIVER HIGHWAY
CLATSOP COUNTY

24"
4

32+80.48 P.T.

38TH. ST.

35

Paving Limits

15'R.

36"SDM

26'

F.H.

Paving

Line of Sight For 35 Mph

20'R.

3"-20'

18" Storm

Proposed Sanitary

3"-10'

10" Water

Var.

12'

8"

N.81°50'35"E.

18" Storm

00.07 P.C.

5°C.R.
Δ 11°01'54"

9420 C

2W

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

DES 16-1

TO: D. O. Christensen
Final Design Engineer

DATE: June 23, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Crest Motel-32nd Street Section
Lower Columbia River Highway
Clatsop County
M.P. 95.4 to M.P. 97.1

RECEIVED
JUN 24 1980
ROAD DESIGN SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
Tarp
Trout
Wakering

Do Not File ☐
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Bring Up ___/___/___
Action

Your memo of June 17, 1980 requested a safety review of the subject section of the Lower Columbia River Highway. That review has now been completed.

The three sections mentioned in your letter (96.19 to 96.37, 96.37 to 96.55 and 96.69 to 97.1) all experienced an accident rate which was higher than the statewide average rate for similar highways. From a safety standpoint, we can economically justify spending the following amounts:

M.P. 96.19 to M.P. 96.37	$143,500
M.P. 96.37 to M.P. 96.55	$137,200
M.P. 96.69 to M.P. 97.10	$159,200

In our review, we found four spot locations which we feel should be given special attention in your plans.

M.P. 96.11: This intersection has recorded six accidents in the past two years. The problem appears to be in the vertical alignment.

M.P. 96.19: This intersection has recorded six accidents in a two-year period. Poor sight distance may be a factor at this location also.

M.P. 96.55: This intersection has recorded six accidents in the past three years, most of which were rear-end type. It appears that the roadside culture and horizontal alignment tend to camouflage this intersection.

M.P. 97.10: This location has experienced one accident per year for the last three years. This is the point where the roadway changes from AC to PCC and also changes from a relative wide cross section to a narrow one.

If you have any further questions, please feel free to contact this office.

REFERRED TO

Beard Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Lee
(Return) Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

L. E. George
Traffic Engineer

DW:ds

Contains Recycled Materials
81-125-1367

SP*75683-125

9420

ZW

DES 16-1

ROAD DESIGN SECTION

June 17, 1980

L. E. George
Traffic Engineer
ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane Christensen
Final Design Engineer

Crest Motel-32nd Street Section
Lower Columbia River Highway
Clatsop County
(M.P. 95.4 to M.P. 97.1)

Would you review the accident history on this section to identify problem areas and recommend corrective treatment that may be incorporated into the project?

There is proposed a continuous left-turn lane between 32nd Avenue (M.P. 97.06) and 37th Avenue (M.P. 96.7±). Do traffic conditions warrant this proposal?

Also, it is proposed to improve the vertical alignment from 39th Street to 41st Street and to improve the horizontal alignment from 41st Street to 44th Street. Does the accident history in these areas indicate any problems?

This overlay and widening project is scheduled for the July-August-September quarter of 1981. However, it is necessary to make several decisions which will involve the purchase of right-of-way, so it would be appreciated if the information reached us by June 30, 1980.

Attached is a sketch map showing the limits of the project.

DOC:ja

Attachment

cc N. E. Mann

V
Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 18 1980
ROAD DESIGN SECTION

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Bring Up /
Action

9420

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

LOC 9 #2W

TO: C. O. Fredrickson
Region 2 Engineer

DATE: May 5, 1980

FROM: Frank E. Terpin
Location Engineer F.E.T.

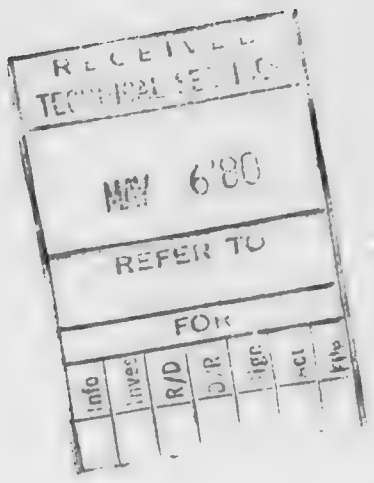
NOTED
E. S. HUNTER

SUBJECT: Crest Motel-32nd Street (Astoria)
Lower Columbia River Highway
Clatsop County

It has come to my attention that we are acquiring several small parcels of right-of-way on the subject section. Therefore, we must abide by ORS 373.015 and notify the mayor of such action.

By this letter, I am requesting that you initiate this action and prepare documentation for its completion.

cc: E. S. Hunter
J. H. Versteeg
J. B. Boyd
G. Potter
W. Hackleman
Chet Anderson



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9420 8-11-78

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: F-1(5)

STATE PROJECT NO.: See below

COUNTY NAME: Clatsop

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 80350

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	8-11-78	Primary 1	Primary 2W

GENERAL LOCATION:

Crest Motel - 32nd St. (Astoria) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER (Specify)

Including archeological salvage and utility preparatory work
TEC NTE $21,900 F.F. $18,780

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's July 31, 1978, letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-11-78	G. K. Hoomer	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

1982 Scappoose Ck. Br. Sec. of 9421
FAS A743 (West Lane) 1.2 mi. north
of Scappoose. (Grad., Pav. & Struc.)

C&A 7517 11-24-81

C&A 10,864 7-8-81

Form 81-734-1066

9421

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

Columbia County
Road Dept.
P.O Box 366
St. Helens, OR 97051

Date 1-24-84

Invoice No.

P.O. No.

Crew No.

Final Settlement on BRS-A743(1), Scappoose Creek (West Lane Rd.)

County Share of Project Cost	$39,832.89	
Less County's Advance Deposit	-42,522.37	Actual billing to County on L of Cr.
Refund Due Columbia County	$ 2,689.48	

325.00

V. E. Adams
Designated Authority

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
MAN. ASSIST. _____ PROJECT UNIT _____
REFER TO _____
FOR _____

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 12-15-83

CITY: Columbia AGREEMENT NO: 7517 PROJECT NO: BRS-A-743(1)

CONTRACT NO: 9421 SECTION: Scappoose Crk (West Lane Co. Rd.) Br.

Preliminary Engineer:

Consultant		$ 4,360.00
State		2,900.85
		$ 7,260.85
Federal Funds Collected	$ 5,808.68	

Construction:

Payment to Contractor	(Federal Participation)	$139,977.49
Engineering: Consultant		17,703.56
State		3,293.06
Audit		486.91
		$161,461.02

Construction:

Engineering:	(Nonparticipation)	
Consultant		$ 5,514.06
State		574.46
		$ 6,088.52
Federal Funds Collected	$129,168.82	

County's Share of Costs Are:

$ 7,260.85	
161,461.02	->
6,088.52	
-5,808.68	
-129,168.82	
$ 39,832.89	

HR:lks

9421 10-21-83 505-1098 505-1998

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capitol Bldg.
Salem, OR 97310

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM 8/21/81 — TO 8/23/83

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

BRS-A743(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 7,260.85	$ 7,260.85	80%	$ 5,808.68	$ 5,808.68	$ 0.00
167,549.54	161,461.02	80%	129,168.82	129,168.82	0.00
$174,810.39	$168,721.87	80%	$134,977.50	$134,977.50	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY: Oregon

DATE: 10/21/83

SIGNATURE OF AUTHORIZED OFFICIAL: Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED: $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Scappoose Creek Bridge FAS-A473 (West Lane Co. Rd.) Columbia County					
	Preliminary Engineering Type Code P.E.					
	OBEC Consulting Engineers	All Required			$ 4,360.00	
	State	All Required			2,900.85	
	Total Participating Preliminary Engineering				$ 7,260.85	
	Construction Type Code X080					
	Structure, Bridge No. 13752 (Sta. 3+87 To Sta. 4+89) Overall Length Sta. "P" 2+75 to Sta. "P" 9+50)					
	Final Contract Payment Summary	Lump Sum			139,977.49	
	Construction Engineering					
	OBEC Consulting Engineers	All Required			17,703.56	
	State				3,293.06	
	Total Participating Construction Engineering				$ 20,996.62	
	Misc. Project Cost					
	Audit Expense	All Required			486.91	
	Total Participating Project Cost				$168,721.87	
	Nonparticipating Project Cost					
	Construction Engineering (State)	All REquired			574.46	
	OBEC Consulting Engineers	All Required			5,514.06	
	Total Nonparticipating Cost				$ 6,088.52	
	Total Project Cost				$174,810.39	
	Prepared based on Participating Costs as shown on Federal Billing as of 10/27/83.					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — OCTOBER 1983 —

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE END
	505 1093	201	00	N	1			845.00	81	81
	505 1093	206	00	N	1			907.23	82	82
	505 1093	296	00	N	9			575,054.00CR	80	82
	505 1093	297	00	N	9			23,466.00	80	80
	505 1093	298	00	N	9			551,588.00	80	82
	505 1093	900	00	P	1			12,827.49	80	82
	505 1093	900	00	N	1			40.03	80	81
	505 1093	904	00	P	1			54,500.00	82	82
	505 1093	915	00	P	1			319.44	81	81
	505 1093	920	00	P	1			162.26	80	81
	505 1093	921	00	P	1			4.27	80	80
	505 1093	945	00	P	1			824.09	81	82
	505 1093	948	00	P	1			20.45	81	83
	505 1093	960	00	N	1			110.59	80	81
		TOT		P	1			647,091.45		
		TOT		N	1			1,902.85		
		** JOB TOTALS **				**	**	648,994.30 **		

SCAPPOOSE CR BR — CONT NO 9421 X FA PROJ NOS BRS A743001 100

									STATE	
	505 1098	201	00	P	1	Payments to Contractor		139,977.49	82	82
	505 1098	296	00	N	9		18.93CR	170,009.19CR	82	83
	505 1098	297	00	N	9			40,730.72	82	83
	505 1098	298	00	N	9		18.93	129,278.47	82	83
	505 1098	900	00	P	1	Res. Eng. 574.46CR	574.46CR	762.39	82	83
	505 1098	900	00	N	1	574.46	574.46	574.46	83	83
	505 1098	904	00	P	1	Consultant Fees		17,703.56	82	83
	505 1098	904	00	N	1			5,514.06	82	82
	505 1098	915	00	P	1	Audit		486.91	83	83
	505 1098	920	00	P	1	Proj. Mgt.		48.74	82	82
	505 1098	940	00	P	1	Salem Lab } Lab work 1359.52		1,111.60	82	82
	505 1098	941	00	P	1			142.96	82	82
	505 1098	942	00	P	1			135.36	82	82
	505 1098	944	00	P	1	Fresh Services		230.31	82	82
	505 1098	945	00	P	1	Const. Insp.	15.67	367.08	82	83
	505 1098	948	00	P	1	Gen Cons	437.39	494.62	82	83
		TOT		P	1		437.39	161,461.02		
		TOT		N	1		574.46	6,088.52		
		** JOB TOTALS **					437.39 **	453.06 **	167,549.54 **	

CONT NO	FA PROJ NOS						STATE	
506	1069	201	00	P	1	312,193.58	80	80
506	1069	206	00	N	1	2.00	81	81
506	1069	296	00	N	9	294,614.95CR	80	81
506	1069	297	00	N	9	13,700.00	80	80
506	1069	298	00	N	9	280,914.95	80	81
506	1069	900	00	P	1	6,211.93	80	81
506	1069	900	10	N	1	71.78	80	80

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	505 1934	904	00	P 1			22,800.00
	505 1934	905	00	P 1			770.86
	505 1934	906	00	P 1			1,593.97
	505 1934	911	00	P 1			129.26
	505 1934	914	00	P 1			164.75
	505 1934	920	00	P 1			125.26
	505 1934	921	00	P 1			1,776.24
	505 1934	922	00	P 1			30.27
	505 1934	923	00	P 1			479.90
		TOT	P1				33,300.72
		** JOB TOTALS **			**	**	33,300.72 **
SCAPPOOSE CR(W LANE RD) BR	CONT NO	X FA PROJ NOS	BRS	A743001 100			STATE
	505 1998	296	00	N 9			7,950.24CR
	505 1998	297	00	N 9			1,791.65
	505 1998	298	00	N 9			6,158.59
	505 1998	901	00	P 1	45.75CR	45.75CR	206.75
	505 1998	904	00	P 1			4,360.00
	505 1998	905	00	P 1	13.95CR	13.95CR	65.91
	505 1998	906	00	P 1			653.21
	505 1998	911	00	P 1			245.23
	505 1998	914	00	P 1			73.85
	505 1998	920	00	P 1	132.06CR	132.06CR	60.50
	505 1998	921	00	P 1	245.63CR	245.63CR	1,401.07
	505 1998	922	00	P 1			23.27
	505 1998	923	00	P 1			171.06
		TOT	P1		437.39CR	437.39CR	7,260.85
		** JOB TOTALS **			437.39CR**	437.39CR**	7,260.85 **
	CONT NO	FA PROJ NOS					STATE
	506 1960	296	00	N 9			2,196.15CR
	506 1960	298	00	N 9			2,196.15
	506 1960	901	00	P 1			86.10
	506 1960	905	00	P 1			1,306.51
	506 1960	910	00	P 1			63.32
	506 1960	920	00	P 1			128.31
	506 1960	921	00	P 1			888.75
	506 1960	922	00	P 1			17.54
		TOT	P1				2,490.53
		** JOB TOTALS **			**	**	2,490.53 **
LILLIAN CR-MILLICOMA RIV	CONT NO	FA PROJ NOS	RS	A432001 100			STATE
	506 1977	296	00	N 9	3,641.17CR	3,657.97CR	
	506 1977	298	00	N 9	3,641.17	3,657.97	
	506 1977	901	00	P 1	4,034.49	4,034.49	
	506 1977	918	00	P 1			3.40

PREFIX GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
503-1901 1	BRS -A644-001	20,000.00	34,709.23	34,697.73	80.00	27,758.18	20,000.00	7,758.18 B	
534-1950 1	BRS -A677-001	29,600.00	53,600.70	53,234.86	80.00	42,587.89	29,600.00	12,987.89 B	
534-1949 1	BRS -A685-004	30,760.00	36,073.63	36,043.63	80.00	28,834.90	28,834.90		
534-1948 1	BRS -A690-001	17,920.00	19,981.10	19,981.10	80.00	15,984.88	15,861.98		122.90
529-1989 1	BRS -A727-003				80.00				
505-1098 1#	BRS -A743-001	129,168.82	167,549.54	161,461.02	80.00	129,168.82	129,168.82		
505-1998 1#	BRS -A743-001	5,808.68	7,260.85	7,260.85	80.00	5,808.68	5,808.68		
	PROJ TOTALS	134,977.50	174,810.39	168,721.87		134,977.50	134,977.50		
505-1901 1#	BRS -A752-001	16,427.45	20,534.31	20,534.31	80.00	16,427.45	16,427.45		
509-1928 1	BRS -B355-001				80.00				
533-1943 1#	BRS -B407-001	15,774.47	19,718.09	19,718.09	80.00	15,774.47	15,774.47		
533-1033 1	BRS -B407-002	184,623.00	184,609.57	184,364.30	80.00	147,491.44	147,486.28		5.16
523-1904 1	BRS -B484-001	23,600.00			80.00				
530-1990 1	BRS -B596-001	17,600.00			80.00				
531-1963 1	BRS -B619-003				80.00				
532-1902 1#	BRS -B636-001	17,780.73	22,227.84	22,225.91	80.00	17,780.73	15,480.00	2,300.73 D	
120-1902 1	BRS -0114-002	29,040.00	29,762.97	29,621.72	80.00	23,697.38	23,697.38		
120-1918 1	BRS -0114-006	20,800.00			80.00				
121-1010 1	BRS -0120-002	550,636.00	694,223.53	689,344.08	80.00	551,475.26	550,636.00	839.26 B	
104-1029 1#	BRS -0133-005	1674,311.14	2097,969.44	2092,888.93	80.00	1674,311.14	1674,311.14		
104-1029 8	BRS -0133-005				80.00				
	PROJ TOTALS	1674,311.14	2097,969.44	2092,888.93		1674,311.14	1674,311.14		
118-1008 1	BRS -0165-003	319,328.00	388,733.70	388,607.20	80.00	310,885.76	310,885.76		
123-1907 1	BRS -0172-001	36,800.00			80.00				
101-1977 1	BRS -0177-001				80.00				
030-1991 1	BRS -0189-001				80.00				
130-1988 1	BRS -0190-001	22,400.00			80.00				

RECAPITULATION --APPROPRIATION 118

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9421

REGION NO.	REPORT NO.	COUNTY	DIVISION
10		Columbia	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
July 21, 1983	David J. Stitz		BRS-A743(1)
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
April 15, 1982	August 25, 1982	51 %	91 CD
APPROVED EXTENSIONS	LOCATION Scappoose Creek Bridge Section of FAS Route A473 (West Lane) approximately 1.2 miles north of Scappoose.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

   (1) Construct roadbed subgrade, aggregate base & asphalt concrete pavement.
   (2) Construct Bridge No. 13752A over Scappoose Creek. The bridge is 120 feet long and 28.1 feet wide.
   (3) Performance of additional and incidental work.

2. CONTRACTOR'S NAME: Holst Construction Co.

3. CONTRACT AMOUNT: $136,387.50

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
AUG 24 '83
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

NOTED
W. E SCHWARTZ
SIGNATURE (SHD OFFICIAL) J. Reasey
TITLE Constr. Engr.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. Lowe		SIGNATURE Original Signed by G. K. HOSSNER G. K. Hossner	
TITLE Area Engineer	DATE 7/26/83	TITLE Field Operations Engineer	DATE 8 23 83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

March 18, 1983

MAI

Mr. John Wood
Route 2, Box 5
Scappoose, OR 97056

The Oregon State H ghway division will do a hydraulics study of the effect of the recent highway construction on the North Fork of Scappoose Creek, as it affects your property. We will have that study done as soon as possible and will notify you of its findings

With repsect to the fence that you mentioned, our maintenance crews will attend to that as soon as possible.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

E H:cp st

bc H. S. Coulter
Frank Terpin
Bill Geibel

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Asst. State Highway Engineer

DATE: March 11, 1983

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: CONCERNS OF JOHN WOOD
SCAPPOOSE

You asked for a draft response to a letter received from Mr. John Wood, near Scappoose, who complains about the affect of our recent construction on the North Fork of Scappoose Creek claiming that it is eroding his land. A draft response for your consideration is attached.

The recent construction of the Warren-Scappoose Section on the Lower Columbia River Highway replaced an existing structure over Scappoose Creek with a new one. This construction removed several structure supports that were in the stream. There is a potential that this could have changed the stream flow characteristics of Scappoose Creek. Bill Geibel has been trying to get the Hydraulics Unit to make a study of this, but so far has been unsuccessful, I suspect due to the press of more urgent work. By copy of this letter I am requesting that Frank Terpin have this done so that we can assess whether we have any obligations.

ELH/cp
cc Frank Terpin w/attachments
Bill Geibel "

RECEIVED
STATE HWY ENGR
MAR 14 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

81-125-1387

Contains Recycled Materials

	Info	RECEIVED	
	Inves	STATE HWY ENGR	
X	R/D	MAR 2 '83	
	D/R	REFER TO Andt	
	Sign	FOR	
	Act		
	File		

Feb 23, 1983

COPY

John Wood
Rt 2 Box 5
Scappoose, Ore
97056

Dear Sirs

In regards to the bridge on Hiway 30 over North Scappoose Creek, that I have been in contact with you about, around 2 months ago, with very little response. The creek is causing more damage every day. My fence that was taken out during construction is still out There is livestock in the pasture along the creek and I intend to hold you liable for them if they get in the hiway, just as ~~I~~ you are liable for the damage the creek is doing to my property because of your bridge construction. The creek bank has been stable for 20 yrs until you changed the bridge. If action is not taken promptly, I have no alternative but to turn this over to my attorney and sue for ~~damage~~ damages

Thank you
John Wood

c

9421

September 30, 1982

Employers Insurance of Wausau
9400 S.W. Beaverton Highway, Suite 300
Beaverton, OR 97005

CON 5
#9421

Gentlemen or Ladies:

On August 26, 1982, we wrote to you concerning release of final payment on Contract No. 9421 awarded to Holst Construction Company for work on the Scappoose Creek Bridge Section of FAS A743 (West Lane) in Columbia County.

Final payment on this contract is $2,996.30 and the total contract amount is $139,977.49 including $307.91 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Holst Construction Company
76700 High Prairie Road
Oakridge, OR 97463

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. T. Keasey
Walt Hart
E. L. Hardt

7-6-12 C Columbia Co-

SCAPPOOSE CREEK (WEST LANE) ~~BRIDGE~~

Contract No.: 9421
Prefix: 505-1098
FAP No.: BRS-A743(1)

NARRATIVE REPORT

Holst Construction Co., Oakridge, Oregon was awarded the contract on January 4, 1982 and began work on February 8, 1982. Work progressed rapidly and the project was completed on April 15, 1982. One week of fair weather during the fourth week of March made it possible to complete the subgrade or the project may not have been completed nearly as soon.

TRAFFIC CONTROL

Traffic control was not a problem on the project because a detour was available and the road was closed to traffic during construction. Columbia County Road Department opened the project after the paving was completed and before the guard rails were installed. This made it necessary for the guard rail subcontractor to supply a flagman which was paid for by Extra Work Order No. 1.

STRUCTURE

Work on the structure progressed rapidly and was completed with no major problems or changes.

One detail on the plans which I thought was worth mentioning was the detail to connect the bridge rail posts to the deck bulb-tee beams. This detail worked much better than inserts and never have I seen rail posts so easy to install, and line and grade.

Installing the bridge rail tubing to the bridge rail posts and first guard rail post at each corner of the bridge was more difficult. I would suggest that the holes in the bridge rail posts be slotted horizontally instead of vertically as shown. Vertical slots are not needed. The posts can be adjusted vertically, thereby grading the tubing. The contractor had a great deal of difficulty making the vertical slots with the studs welded to the railing. In addition, the contractor had difficulty attaching the end of the tubing to the first guard rail posts. This was partly due to fabrication of the tubing, but it almost seemed like an unusually difficult detail to fabricate properly.

REFERRED TO
Beard / Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Lau
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

RECEIVED
MAY 3 1982
ROAD DESIGN SECTION

A third detail on the structure drawings which deserves mentioning is the interior concrete diaphragm beams which were not poured to the bottom of the deck flange. It would have been easier for the contractor to pour these diaphragm beams full height instead of only to the top of the web of the bulb-tee beam as shown.

An oversight in estimating the bid quantity of Structure Excavation resulted in a 338% overrun in the bid item. Beam clearance excavation was not estimated for either end of the bridge.

GRADING

Subgrade construction went well due to one week of the weather which fit well into the contractor's schedule.

One problem the contractor encountered was in scarifying the existing A.C. Several overlays through the years had made the A.C. as much as 10 inches thick in places. This made the A.C. difficult to scarify and use in the embankment construction, and made it necessary for the contractor to haul in more fill than he had anticipated.

Subgrade construction was performed by the prime contractor, Holst Construction Co. Aggregate base was furnished and placed by St. Helens Crushing. Guard rails, anchors and end pieces were furnished and installed by Keese's Minority Construction and Supply, Inc.

OBEC Consulting Engineers

Jerry E. Bishop
Resident Engineer

jeb:ps

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Scappoose Creek (West Lane) Bridge
HIGHWAY: FAS A743
COUNTY: Columbia
CONTRACT: 9421
PREFIX: 505-1098
F.A.P. NO.: BRS-A743(1)

SUMMARY

ITEM	ORIGINAL	SEMI-FINAL	% (+ or -)
Bid Items	$136,387.50	$139,673.28	+ 2.40%
Anticipated Items	100.00	-0-	-100.00%
Contingencies	6,141.94	-0-	-100.00%
Engineering	12,283.88	23,100.00 (Est.-OBEC)	
E.W.O. #1	-0-	307.91	+100.00%
TOTAL	$154,913.32	$163,081,19	+ 5.30%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

BID ITEM NO. 4 - 1"-0 AGGREGATE BASE

Overrun of 1 6% due to an error in the original estimated quantity. No base rock was calculated for the private approach which required paving at Station 8+00 on the left.

BID ITEM NO. 5 - CLASS "C" ASPHALT CONCRETE

Overrun of 20% for the same reason as the overrun in Bid Item No. 4.

BID ITEM NO. 11 - STRUCTURE EVACVATION

Overrun of 338% due to the fact no beam clearance excavation was calculated.

BID ITEM NO. 12 - FURNISH HP10x42 STEEL PILING

Underrun of 28% due to the fact the piling reached bearing at a higher tip elevation than was estimated.

421

UNIT COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: 6-80		County: Columbia
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: ~~BRS-A473(1)~~ A 743(1)
MODIFICATION NUMBER:	6-8-82	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 3 ,19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 167,513.00	$ 174,810.00
Federal funds	$ 134,010.00	$ 139,848.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of June ,19 82 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon June 1, 1982

Federal-Aid Project
No. BRS-~~A473(1)~~ A743(1)

Scappoose Creek Bridge
FAS-A473 (West Lane Co. Rd.)
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 12,600.00

Type Code X080
Structure, Bridge No. 13752 (Sta. 3+87 to Sta. 4+89)(Overall Length Sta. "P" 2+75 to Sta. "P" 9+50)

Subtotal of previous estimate of December 30, 1981			$136,487.50
Previous Estimate			
Class "C" Asphalt Concrete	420 Ton	36.50	$ 15,330.00
1"-0" Aggregate Base	950 Cu. Yd.	10.00	9,500.00
			$ 24,830.00
Revised Estimate			
Class "C" Asphalt Concrete	504 Ton	36.50	$ 18,396.00
1"-0" Aggregate Base	1,100 Cu. Yd.	10.00	11,000.00
			$ 29,396.00
		Increase	$ 4,566.00
		SUBTOTAL	$141,053.50
		Engineering	21,156.50
		TOTAL	$162,210.00

Length of Structure ---------- 0.019 mi.

STRUCTURE OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 12,600.00	$ 10,080.00	$ 2,520.00
Structure	162,210.00	129,768.00	32,442.00
TOTAL	$174,810.00	$139,848.00	$34,962.00

Group 1	100%
Contract No.	9421
Prefix:	505-1998
Prefix:	505-1098

9421

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 1-192
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1/20/82

State: Oregon
County: Columbia
Project Number: BRS-A743(1)

STATE COPY

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 3, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,600.00	$ 167,513.00
Federal funds	$ 10,080.00	$ 134,010.00
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of January, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D R Swan

Operation Programming Engineer
(Title)

XXX By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Hilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon December 30, 1981

Federal Aid Project
No. BRS-A743(1)

Scappoose Creek Bridge
FAS-A743 (West Lane Co. Rd.)
Columbia County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering		All Required	$12,600.00

Type Code X080
Structure; Bridge No. 13752 (Sta. 3+87 to Sta. 4+89)(Overall Length Sta. "P" 2+75 to Sta. "P" 9+50)

Mobilization		All Required	$ 3,000.00
Clearing and Grubbing		All Required	500.00
Embankment in Place	500 Cu. Yd.	6.00	3,000.00
1"-0 Aggregate Base	950 Cu. Yd.	10.00	9,500.00
Class "C" Asphalt Concrete	420 Ton	36.50	15,330.00
Guard Rail, Type 2A	125 Lin. Ft.	14.00	1,750.00
Guard Rail, Type 3	100 Lin. Ft.	28.00	2,800.00
Guard Rail Anchors, Type 1	4 Each	325.00	1,300.00
Rail End Pieces, Type C	4 Each	80.00	320.00
Bridge Removal Work		All Required	4,000.00
Structure Excavation	40 Cu. Yd.	10.00	400.00
Furnish Pile Driving Equipment		All Required	4,200.00
Furnish HP 10x42 Steel Piling	490 Lin. Ft.	13.75	6,737.00
Drive Steel Piles	490 Lin. Ft.	1.00	490.00
Structural Concrete, Class 3300 (38 Cu. Yd.)		All Required	12,350.00
100'/105' Bulb Tee Prestressed Beams	4 Each	14,000.00	56,000.00
Reinforcement (5,700 lbs.)		All Required	4,000.00
Metal Rail with Tubing	238 Lin. Ft.	45.00	10,710.00
			$136,387.50

Anticipated Items		
Temporary Erosion Control	All Required	$ 100.00
	SUBTOTAL	$136,487.50
	Engineering	18,425.50
	TOTAL	$154,913.00

Length of Structure ---------- 0.019 mi.

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 12,600.00	$ 10,080.00	$ 2,520.00
Structure	154,913.00	123,930.00	30,983.00
TOTAL	$167,513.00	$134,010.00	$33,503.00

Group 1 100%
Contract No. 9421
Prefix: 505-1998
Prefix: 505-1098

State L.

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
9-192		COUNTY Columbia
	FEDERAL-AID PROJECT AGREEMENT 9-3-81	PROJECT NO. BRS ~~A473(1)~~ A 743(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 2 mi. N. of Scappoose

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8-21-81	0.13
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 12,600.00	$ 10,080.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By R.J. Moehring

Asst. State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 9-3-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Con. File

Oregon State Highway Division
Salem, Oregon August 27, 1981

Federal Aid Project
No. BRS-A~~473~~(1)
743

Scappoose Cr. (West Lane Rd.) Section
County Road in Columbia County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering (State Forces)	All Required	$ 8,240.00
Preliminary Engineering (Consultant Agreement/Oregon Bridge Engineering Co.)	All Required	4,360.00
	TOTAL	$12,600.00

Length of Project ---------- 0.13 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
Preliminary Engineering	$ 12,600.00	$ 10,080.00	$ 2,520.00
Retain in Program Status			
ROW	2,400.00	1,920.00	480.00
Retain in Program Status			
Contract Work	259,100.00	207,280.00	51,820.00
TOTAL	$274,100.00	$219,280.00	$54,820.00

Group 1 100%
Prefix 505-1998

9421

FORM 81-734-9001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Scappose Creek (West Lane) Bridge		WEEK ENDING: April 17, 1982
		SECTION PREFIX: 505-1098
HIGHWAY: FAS A743		COUNTY: Columbia
NAME OF JOB: Scappose Creek (West Lane) Bridge	KIND OF WORK: Grading, Paving, Structure	
CONTRACTOR: Holst Construction Company	CONTRACT NUMBER: 9421	FEDERAL AID PROJECT NUMBER: BRS-A743(1)
DATE OF CONTRACT: January 4, 1982	DATE WORK STARTED: February 8, 1982	ESTIMATED COMPLETION DATE: April 16, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 9 SUPERVISION: 3	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 180	WORK DAYS USED / CALENDAR DAYS USED: 91
	SPECIFIED COMPLETION DATE: July 13, 1982	PERCENT OF TIME ELAPSED: 51
PROJECT AUTHORIZATION: $ 154,913.32	ENGINEERING AUTHORIZATION: $ 12,283.88	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 142,629.44	ENGINEERING COST TO DATE: $ 17,190.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 139,895.98		DATE PROJECT WAS COMPLETED: April 15, 1982
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.92 %	PERCENT OF AUTHORIZATION 140 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	500 C.Y.	950 C.Y			420 Ton
TOTAL QUANTITIES CORRECTED TO DATE	450 C.Y.	1100 C.Y.			503.72 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	450 C.Y.	2200 C.Y.			503.72 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 2 Pickup Trucks, Tool Van, 2 Portable Generators, Cutting Torches, Ford Flatbed with Power Auger, Guard Rail Post Driving Machine, Dump Truck, MF Tractor with Balde, Roller.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13752A								
PERCENT	100								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY 11	Cloudy, Rain	1	
MONDAY 12	Cloudy, Rain	1	
TUESDAY 13	Cloudy, Rain	1	
WEDNESDAY 14	Cloudy, Rain	1	
THURSDAY 15	Cloudy, Rain	1	
FRIDAY 16	Cloudy, Rain		
SATURDAY 17	Cloudy, Rain		

CAL. XXX

ASHE K RECEIVED O/M
CAE CA
POE APR 20 1982 CAUSE OF DELAY LE
QCE TC
SCS CONSTRUCTION FE
EEO BRANCH CP

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
APR 19 1982
FILE:

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity.
MONDAY	St. Helens Paving placed shoulder rock - 7 truck loads.
TUESDAY	Reese's Minority Construction deliverd all guard rail, anchors, posts, blocks and end pieces today and began installing guard rail. Holst Construction connecting bridge rail tubing to first guard rail post at each corner of the bridge.
WEDNESDAY	Holst Construction completed connecting bridge rail tubing to guard rail and moved from Jobsite. Reese's Minority Construction completed all guard rail except for anchors and end peices.
THURSDAY	Reese's Minority Construction completed the Type I guard rail anchors and installed the type "C" end pieces today.
FRIDAY	No Activity.
SATURDAY	No Activity.

REMARKS

SIGNED Jerry E. Bishop LOCATION Eugene, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9421

December 18, 1981

ACC

A. J. Ahlborn, Member
Columbia County Board
of Commissioners
Courthouse
St. Helens, Oregon 97051

Dear Mr. Ahlborn:

On December 17, 1981 we received a satisfactory bid from Holst Construction Co., P.O. Box 1048, Oakridge, Oregon 97463 for the Scappoose Creek Bridge replacement project on West Lane Road.

We anticipate the financial sharing of project costs will be:

Contractor's Bid	$136,387.50
Anticipated Additional Items:	
Temporary Erosion Control	100.00
SUBTOTAL	$136,487.50
4 1/2% Contingencies	6,141.94
9% Engineering	12,283.88
ESTIMATED TOTAL CONSTRUCTION COST	$154,913.32
Estimated Preliminary Engineering Cost	12,600.00
ESTIMATED TOTAL PROJECT COST	$167,513.32

COUNTY SHARE: (20% of $167,513.32) = $33,500

We will award the contract when we receive your advance deposit in the amount of $33,500, which should arrive not later than January 8, 1982.

On the attached sheet we have described three methods of advance deposit. Please use the method you prefer.

Very truly yours,

Rec'd Ltr of Credit
1-4-82
per J. Peterson
KEH

D. E. Swan
Operation Programming Engineer

KEH:nf
Attachment

bcc w/AD # 941: Jon Rose, Metro
Vern Skoog - Please return completed AD # 941 when advance deposit is received.

9421

Section Scappoose Cr Bridge — Programming Estimate $ _____

Highway Co. Rd. — Project Length _____

County Columbia — Completion Time 180 Cal. days

Kind of Work Grading, Paving & Structure — Est. Comp. Date _____

Prefix 505-1998 — Letting Date 12/17/81 — Project No. BRS-A743(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 167,895 -

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100 ✓	
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
		$ 100

Adjust Utilities:

_____		
_____		
_____		
_____		
_____		

Subtotal	$	167,995 -
Contingencies (4-1/2%)		7,559 78
Engineering (8, ⑨ 10%)		15,119 55
~~Subtotal~~	$	
~~Credit for~~ _____		
Estimated Net Authorization, Construction	$	190,674 33
		R 600
		203,274.33

APPROVED

County share ok per J. Rose 11-19-81

Est DE

Est Co. 20% SHARE = 40,654.87

cc Jon Rose

Road Design Engineer

Rev. 3/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

Section	County	Sheet of
Scappoose Cr Bridge		1 1
Kind of Work	**Length / Date**	**Name**
		Day

COST ANALYSIS UNIT. 11-13-84

THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 12-12-84

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(10%)	15,000
	Roadwork					
	Clearing and Grubbing		All	All	-	2,000.00
	Embankment in Place		Cu. Yd.	500	7.-	3500
	1"-0 Aggregate Base		Cu Yd.	950	15.-	14,250
	Class "C" Asphalt Concrete		Ton	420	40.-	16,800
	Guard Rail, Type 2A		Lin Ft	125	15.-	1,875
	Guard Rail, Type 3		Lin Ft	100	30.-	3,000
	Guard Rail Anchors, Type 1		Each	4	300.-	1,200
	Rail End Pieces, Type C		Each	4	100.-	400
	Structure					
	Bridge Removal Work		All	All	-	10,000.00
	Structure Excavation		Cu Yd	40	12.-	480
	Furnish Pile Driving Equipment		All	All	-	6000.00
	Furnish HP 10x42 Steel Piling		Lin Ft	490	15.-	7,350
	Drive Steel Piles (38 ea @ 250)		Lin Ft	490	2.-	980
	Structural Concrete, Class 3300		All	All	-	9,500.00
	100'/105' Bulb Tee Prestressed Beams		Each	4	15500.-	62,000
	Reinforcement (57001bs @ 50¢)		All	All	-	2,850.00
	Metal Rail with Tubing		Lin Ft	238	45.-	10,710

734-1736 (8-81)

7421

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12 - 2 - 81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRS-A743(1)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Columbia

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10186

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/23/81

8. FEDERAL ROUTE NUMBER: Secondary A743

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:
Scappoose Creek (West Lane Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Correction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* See below

13. REMARKS

My PR-1240 dated 11/23/81 for the subject project is corrected to read as follows:

TEC $191,000
F.F $168,400

RECEIVED
STATE HWY ENGR
DEC 4 '81
REFER TO
FOR
Info | Inves | R/D | C R | Jen | Rec | File

12/4

14. DATE: 12/2/81

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hoesner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9421

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

November 30, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Consultant Engineering Agreement
Project No. BRS-A743(1)
Scappoose Creek (W. Lane Rd.) Bridge Sec.
Columbia County

Enclosed for your approval are two copies of a fully executed agreement with Oregon Bridge Engineering Company covering the performance of construction engineering on the subject project.

I request the following:

1) Authorization to proceed with construction engineering by the consultant concurrent with authorization to advertise for bids on the project.

2) The return of one copy of the agreement approved for our files.

CL:bkc
Attachments

cc: M. Holmes
K. Husby
General Files

Form 734-3122

94121

November 24, 1981

Board of County Commissioners
Columbia County
Courthouse
St. Helens, OR 97051

AGR 4

Attention: Reta C. Kerry
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7517

Gentlemen:

Attached for your records is a fully executed copy of a preliminary engineering and construction-finance agreement for the replacement of the Scappoose Creek (West Lane Road) Bridge Section of FAS-A743.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell (agreement attached)

9421 11-23-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-A 743(1)

2. STATE PROJECT NO. See below

3. FROM Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10186

2A. COUNTY NAME Columbia

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-23-81

8. FEDERAL ROUTE NUMBER Secondary A 743

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Scappoose Creek (West Lane Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 11-20-81, you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $259,100 - Federal funds $207,280 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 11-18-81 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
NOV 27 '81
REFER TO
FOR

11/27

Info	Inves	R/D	D R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11-23-81	G. K. Swanson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO. 6-2

November 18, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 10186
Project No. BRS-A743(1)
Scappoose Cr. (W. Lane Rd.) Br. Sec.
Columbia County

It is the Oregon State Highway Division's present intention to receive bids for this project on December 17, 1981.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $191,000 with an obligation of $168,400 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

JLG:bkc

cc: Ken Husby
Lou Olson
General Files

Form 734-3122

9421

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 505

Attention: Right-of-way Section

Subject: Federal Aid Project No. BRS-A743(1) Prefix 505-199E

Project Name Scappoose Creek Bridge #13752
West lane Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at [illegible], Oregon, this [illegible] day of [illegible], 19[illegible]

County of Columbia

Certified By:

Kenneth Roth
Regional Right-of-Way Supervisor
Date 11-19-81

County Judge/Chairman

Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
13752A

October 21, 1981

Willis G. Worcester, Office Engineer
OBEC
244 Country Club Road
Eugene, OR 97401

1 Versteeg ✓
Anderson
2 Christensen JW
Olson
Sullivan
Terpin
3 Trou...
Wakerlig

RECEIVED
OCT 22 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

Scappoose Creek (West Lane) Bridge
West Lane Road - FAS A743
Columbia County
BR 13752A
Your Job No. 109-18

Your submittal of the Preliminary Design and Hydraulic Report for this bridge sent to both the Bridge Design Section and to Jon Rose, Metropolitan Branch, is approved subject to the following comments which include the comments from the Metropolitan Branch:

1. A hydraulic data chart, as required by FHWA, must be shown on the plan and elevation drawing.

2. The 28-foot roadway has been discussed with Herb Schell of the FHWA and is acceptable.

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

cc: Frank Terpin
Lyle Watson
Jon Rose
Don Harwell

REFERRED TO
Beard Steudenmeyer
Cole 1 Mann NEM
Erikson Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Did we review these plans?

No, The only thing we have received is the attached C.C. Letter to Jon Rose from Wallace. NEM

Form 734-3122

9421

L.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRS-A743(1)
Scappoose Creek (West Lane), Bridge #13752
Columbia County

Date: October 21, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR

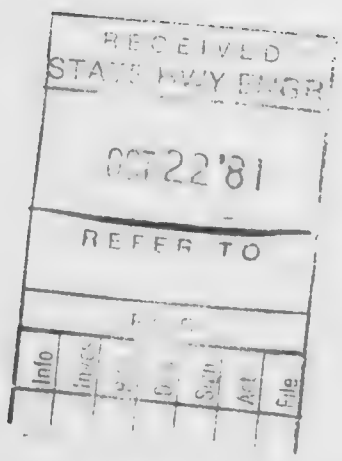
To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed the Consultant's report for Scappoose Creek (West Lane) Bridge submitted by Mr. Wallace's October 15, 1981, letter. We find the proposal generally acceptable.

Please note the rail element should have a double thickness flex beam section to be acceptable with the detailed post spacing. Please have the Consultant make this correction and proceed with the project.

For Dale E. Wilken

cc:
OSHD (W J Hart)



Form E-39 (Rev. 8-71)

9421

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Scappose Creek (West Lane Rd.) Bridge — Date September 10, 1981

Highway West Lane Road FAS A473 — Authorization No. 2

County Columbia #5 — Survey Prefix 505-1998 (Assigned by Salem office)

Description of termini, route, length, etc.:

Section 36, T4N,R2W W.M., St. Helens Quad. Bridge site located on West Lane Road (county) on the north side of Hwy. U.S. 30. West Lane Road intersects Hwy. U.S. 30 at M.P. 22.49. Overall length of survey is 950 feet.

Proposed:

Replace existing steel pony truss bridge. Widening and improvement of vertical alignment of approach roadway at both ends. Grading & Paving.

Purpose of Survey:

Consultant will perform the preliminary engineering. State will monitor, prepare the bidding and contract documents, advertise for bid proposals, and award the contract.

HSR(C)

Estimate of Costs:

Resident Engineer	(901)	$ 900
Consultant Fees	(904)	4,272
Final Design	(905)	500
Bridge Design	(906)	1,500
R/W Descriptions	(909)	1,000
R/W Liaison	(913)	1,000
Recon & Hydrology	(918)	500
Project Management	(920)	100
Specifications	(921)	2,500
Adm. Serv. (Eng.)	(922)	100
Environmental	(923)	200

BRS-A743(1)
8-21-81

This Authority #2 is to provide for hyrology review. No change in total funding.

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
SEP 16 1981
LOCATION SECTION

Total estimated cost of survey . . . . . $ 12,572

Previous authorization 12,572

Additional authorization requested 0

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

P. Lewellyn, Costs & Records Eng'r.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

9421

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-21-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRS-A743(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10186

2A. COUNTY NAME: Columbia

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8/21/81

8. FEDERAL ROUTE NUMBER: Secondary A743

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Scappoose Creek (West Lane Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [XX] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $12,600 - F.F. $10,080
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* Consultant Agreement

13. REMARKS

As requested in Mr. Swan's letter of July 24, 1981 you are authorized to proceed with the work as shown above.

Also, as requested, I approve the Consultant Agreement with Oregon Bridge Engineering Company and you are authorized to proceed with the work covered by the Agreement.

Reimbursement on a lump sum basis of $4,360 which includes a net fee of $550 is approved.

A signed copy of the Agreement is returned herewith. 8/24 mrj

RECEIVED
STATE HWY ENG.
AUG 24 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/21/81	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9421

HIGHWAY DIVISION

AGR

August 5, 1981

V. E. Skoog
Highway Controller

D. E. Swan
Operation Programming Engineer

Project No. BRS-A743(-)
LGA Consultant Agreement
Scappoose Creek (West Lane Road) Bridge
Columbia County & OBEC

Attached for your further consideration is a revised copy of the proposed consultant agreement for construction engineering services to be furnished to Columbia County by OBEC Consulting Engineers for subject project.

Your memo of July 23, 1981 states that "We cannot recommend approval" ---- because we do not have documentation of the County's selection procedure; however, your memo of July 1, 1981 did recommend approval of the preliminary engineering consultant agreement for this project. The County should not be required to follow the selection procedure for each phase of the project, but should be allowed to use the consultant that designs the project for the construction phase.

Please give this matter your attention, and return one copy of the agreement to this office with your recommendation.

MCH:pf
Attachment

cc: Jon Rose, Metro

9421 C C

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: August 5, 1981

File No: 10022

TO: BUZ SWAN
Operations Programming Engineer

FROM: JON ROSE
Federal Aid Specialist

SUBJECT: Consultant Selection Justification
Scappoose Creek (West Lane Road) Bridge
Columbia County

The attached letter from Columbia County explains and justifies the selection of OBEC to perform preliminary and construction engineering for the West Lane Road Bridge over Scappoose Creek. As J. Ahlborn points out, the County had orignally intended to replace the bridge with 100 percent County financing and had engaged OBEC to perform preliminary and construction engineering. Bids were actually opened but the low bid exceeded the County's ability to pay and the project was cancelled. With the availability of HBR money, the County now proposes to add some roadway work and construct the bridge with federal participation. Since OBEC performed the original preliminary engineering, it would appear to be in the public interest for the same firm to complete any additional PE and perform the construction engineering. All other things being equal, it would be difficult to justify bringing in another engineering firm at this late date and to go through the consultant selection process would be a non-productive exercise.

Please review the County's explanation and if it is satisfactory, present it to FHWA for approval of the consultant agreement.

po

Attachment

COLUMBIA COUNTY
BOARD OF COMMISSIONERS
ROBERT M. HUNT, CHAIRMAN
MARION SAHAGIAN
A. J. "JAY" AHLBORN
COUNTY COUNSEL
JILL THOMPSON
ADMINISTRATIVE STAFF
GLORIA SALVEY
ROBERTA STUBBS

331 Courthouse, St. Helens, Oregon 97051
TELEPHONE (503) 397-4322

August 3, 1981

MA PDM PDE FFM SPC
ODOT - METRO

AUG 0 5 1981

BM PAR PPC FILE T/A

Mr. Jon Rose
Regional Federal Aid Engineer
Oregon State Highway Division
5821 N.E. Glisan
Portland, Oregon 97213

Re: West Lane Bridge

Dear Mr. Rose,

Columbia County accepts notification of interest from qualified firms and maintains an open, active file. We are asking the the new requirement be waived regarding West Lane Bridge, for the following reasons.

In 1973, in order to comply with the newly created FAS Bridge inspection program, we solicited inquiries from firms who were qualified to do the work from lists supplied by the State Highway Department. Oregon Bridge Engineering Co. was the only qualified firm that responded and on your verbal recommendation, were engaged to do the work.

Since that time, we have selected them to do four separate bridges on the Milton-Beaver FAS project in 1975, the FAS Bridge reinspection in 1975, 1978 and 1980-81. This firm was utilized on the Erickson-McLean FAS project, the three Rock Creek Bridges and grading FAS project, and holds the contract for Woodson with HBR funding.

All the construction projects had consultant agreements approved by yourselves and FHWA. No other bridge engineering firms have shown interest in working on our various projects besides the State itself, and we have preferred to use the services of the private consultant in these instances as well as on various County funded projects.

On West Lane Bridge, the project was designed with 100% County money, bid, but not awarded because of budget restriction. It would be most foolish and wasteful of taxpayers monies to, at this time, advertise for consultants to do a job already done except for addition of the grading portion of the project.

The existing bridge needs replacement immediately and we cannot condone the additional bureaucratic procedures that requires we waste additional time and monies on a project <u>designed</u> before this additional requirement of consultant selection was added or enforced by the Federal regulations.

(over)

Columbia County has an "open door" policy that does not discourage any consultants from filing his qualifications with the County. Selection is made by our board on the basis of those firms showing interest and known past performances and qualifications.

We have confidence in the firm selected for Construction Engineering on the West Lane project. We believe the firm that designs the project should supervise construction, thus the required documentation by elected officials of a procedure that, in this instance, would serve no purpose , is not in the best interests of the County. We cannot believe that neither you nor the FHWA is unaware of the facts in this case.

At the State and County level we have been publically promised relief from unnecessary over-regulation by the Federal Government. This is the stated goal of the President. Instead all concerned parties have suffered an increase in time-wasting, costly, and unnecessary requirements.

Columbia County will continue to encourage firms wishing to do business with this County Government to file their interests and qualifications. From these available sources, the elected officials will screen and select in accordance with the County's on-going procedures. This process should satisfy all government requirements without imposing the will of the Federal Government into Local Government processes.

Inasmuchas the preliminary engineering portion of this project was initiated long before this new requirement had been brought to our attention, this construction engineering agreement is a natural extension of the design process which was only slightly modified by the addition of additional roadwork away from the bridge ends, we strongly urge that the requirements of additional documentation be waived in this instance.

Thank you for your consideration and please call this office if you have any questions.

Sincerely,

A.J. Ahlborn

AJA:rs

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
AUG 6 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG.

9421

OBEC CONSULTING ENGINEERS

August 5, 1981

Mr. D. E. Swan
Operation Programming Engineer
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Scappoose Creek Bridge (West Lane Road)
Construction Engineering Agreement
OBEC Job No. 109-18

Dear Buz:

Columbia County has sent me the Dett Jones (Skoog) memorandum about Scappoose Creek Bridge and the County's selection procedure.

This project was designed under the annual agreement and went to bid, but was not awarded. Subsequently, a year later, the County revised the project, added some grading and paving. OBEC quite rightfully was programed to do this modification to the existing plans under a P.E. agreement submitted for approval to FHWA on July 24.

In our view the review and approval of our Construction Engineering Agreement should be based solely on its appropriateness. I know of no prior circumstances where the selected consultant who had designed the project, was asked to modify the project for FHWA funding, and then have the Construction Engineering Agreement be subjected to the acceptability of the Consultant Selection process.

Any consultant who designs a project should be the natural selection for construction engineering. To base the selection on price quotations is a clear violation of Brooks Law procedures. If the County's procedures for selection are not clearly definable at this time, I would urge they be waived for these reasons:

1. The total scope of the work would not be known before completion of the plans.

2. It would unduly delay project completion.

Very truly yours,

W. A. Palmateer
General Manager

WAP:ps
cc: Columbia County
Jon Rose

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

M PDM PDE FFM SPC
ODOT - METRO

AUG 0 4 1981

BM PAR PPC FILE T/A

OBEC CONSULTING ENGINEERS

~~July 31, 1981~~

Mr. Jon Rose
Regional Federal Aid Engineer
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: Scappoose River Bridge - West Lane Road
OBEC Job No. 109-18

Dear Jon:

Enclosed are three executed copies of the Consultants Agreement for Construction Engineering on this project.

The typing omission of the off-site inspection has been restored and the minor corrections have been made in the addition totals. The "not-to-exceed" figure has not changed.

Very truly yours,

W. A. Palmateer
General Manager

WAP:ps
Enclosures

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
AUG 4 1981
REFERRED TO _____
FOR _____
FILE PM FA LG

From Metro Jon Rose | Date 8-4-81

To Buz Swan

Program Mgmt. Traffic Region 1

Comments: On the attached agreement (3 copies) OBEC has made the changes required by V.E. Skoog. Please review and secure approval from Accounting and from FHWA. Still no consultant selection precedure from County, however. Jon Rose

244 COUNTRY CLUB ROAD • EUGENE, OR 974

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

July 24, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10186
Project No. BRS-A743(1)
Scappoose Cr. (W. Lane Rd.) Bridge Section
Columbia County

Enclosed is project data consisting of PR-1 forms, sketch maps, Authority for Survey and Consultant Engineering Agreement for the subject project.

I request the following:

1) Approval of the enclosed Consultant Engineering Agreement between Columbia County and Oregon Bridge Engineering Company for performance of preliminary engineering work.

2) Authorization to proceed with preliminary engineering all phases at an estimated total cost of $12,600 with an obligation of $10,080 in federal funds.

This project is expected to be funded from the 20% of the FY '81 limitation withheld from distribution until after August 1.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bkc
Enc.

cc: R.N. Bothman
J. Rose
H. Reynoldson

Form 734-3122

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

July 24, 1981

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 66		PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME
2		Co. Rd., Approx. 2 mi. N. of Scappoose	ADT	450 55 DHV	----	---	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62	NATL. FOREST (63)(68)	FH ROUTE NO. (69)(88)	SUPV AGCY (89)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(78)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
3	P.E., ROW & One Bridge								BRS-	A743

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME			
4	Bridge Replacement	Columbia			
	NAME OF URBAN AREA 17-31 ----	ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S.
		S	A743	Co. Rd.	---

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 33	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS 80% (67)(76)	STATE FUNDS	OTHER FUNDS Co.
1												
5					PE			0.13	12,600	10,080	---	2,520
5					ROW			0.13	2,400	1,920	---	480
5					CONST (CODE) X080		"Scappoose Cr. (West Lane Rd.) Bridge Section"	0.13	259,100	207,280	---	51,820
							PROJECT TOTALS	0.13	274,100	219,280	---	54,820

CARD 1	CODE 1	PREPARED BY	
		C.L.	

PROGRAM APPROVAL DATES (16)(23) (24)(33)

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

July 24, 1981

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ECT LOCATION *(45 typewriter spaces)*: . Rd., Approx. 2 mi. N. of Scappoose

ADT: PRESENT 450 55 DHV | FUTURE ---- | YEAR ---

REGION: 10 | STATE NAME: Oregon | STATE CODE: 41 | APPN CODE: 118 | ITEM NO.: 10186

ORK *(35 typewriter)*: Bridge | NATL. FOREST | FH ROUTE NO. | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

PROJECT NUMBER: PREFIX LETTER(S): BRS- | NUMBER: A743 | SEQ. NO.: (1) | I. Projects Only: POST MI. | DESIG.

Bridge Replacement

COUNTY NAME: Columbia | CODE: 009

PROGRAM STAGE: ___ 1 OR ___ 2

ROUTE NO.: S | FEDERAL-AID: A743 | STATE: Co. Rd. | U.S.: ---

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS Co.	CHARACTER OF PROPOSED WORK (Full description)
			0.13	12,600	10,080	---	2,520	
W			0.13	2,400	1,920	---	480	
NST E) 80		"Scappoose Cr. (West Lane Rd.) Bridge Section"	0.13	259,100	207,280	---	51,820	ROW-40' minimum; Access Control-none; Parking Restrictions-complete.
C.L.	PROJECT TOTALS		0.13	274,100	219,280	---	54,820	

VAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

SCAPPOOSE CR. (W. LANE RD.) BRIDGE SECTION
PROJECT NO. BRS-A743(1)

Existing Facility: Scappoose Cr. bridge, Str. No. 13752, 80' steel pony truss with wooden deck, HC 15'-5".

Adjacent Sections: Approach roadways 20-foot A.C. surface with 2-foot gravel shoulders.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases.
2) Right of way acquisition all phases.
3) Remove existing structure and construct on existing alignment a reinforced concrete bridge, 102 feet in length with 30-foot roadway, grade & pave approach roadways and incidental work common to this type of project.

Exception to Minimum Design Standards: Will be justified during the PE phase of project.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Columbia County Airport is located 1/4 mile east of the project, but it is anticipated that the proposed work will not cause any conflict with the operation of the airport.

FHPM 4-1-4 Requirements: State and District 2 Clearinghouse A-95 review conclusions dated June 9, 1981 and June 16, 1981 respectively.

FHPM 7-7-2 Requirements: Categorical Exclusion project concurred in by FHWA 5-28-81.

FHPM 7-7-5 Requirements:

a) Public Hearings --- Not required under the Oregon Action Plan.
b) Location/Design --- Not a factor in the development of this project.

Note: 1) This project is in Congressio
2) No relocation assistance invo
3) This bridge is on the approve replacement list with a suffi 7.4.

SECTION

bridge, Str. No. 13752, 80' steel pony truss

ays 20-foot A.C. surface with 2-foot gravel

oject consists of the following:

hases.
phases.
d construct on existing alignment a reinforced
th with 30-foot roadway, grade & pave approach
on to this type of project.

ards: Will be justified during the PE phase of

evelopments, Historical and Recreational Areas:

t is located 1/4 mile east of the project, but
ed work will not cause any conflict with the

nd District 2 Clearinghouse A-95 review
d June 16, 1981 respectively.

rical Exclusion project concurred in by FHWA 5-28-81.

red under the Oregon Action Plan.
tor in the development of this project.

Note: 1) This project is in Congressional District No. 1.
2) No relocation assistance involved.
3) This bridge is on the approved bridge inventory replacement list with a sufficiency rating of 7.4.

9421

STATE OF OREGON
HIGHWAY DIVISION
External Audit - 378-2878

INTEROFFICE MEMO

FILE: ACC 5-4

TO: D. E. Swan
Project Management

DATE: July 23, 1981

FROM: Vernon E. Skoog
Controller

SUBJECT: Pre-award Evaluation
OBEC/Columbia County
Scappoose Creek (West Lane Rd.) Bridge

Your memo dated July 16, 1981 requested the above action. There are 2 points which require attention, namely:

1. The figures for Direct Labor in Exhibit "A" are not the same on pages 2 and 3. Was one classification omitted from the detail? The Overhead is also related to the Direct Labor. The Per Diem appears to have been computed in error; 11 weeks @ $125 = $1,375. The narrative on pages 3 - 4 is also subject to correction accordingly.

2. Consultant selection procedures employed by the several Counties must be documented. Although we understand that it has been requested in this instance and for two other proposals, we have seen no documentation. *

We cannot recommend approval of the referenced proposal nor of subsequent proposals until we have in hand either acceptable procedures from the respective counties and cities, or written approval from FHWA to waive the requirement.

DWJ:cw

* Douglas County (Hudson Slough)
City of Clatskanie (Nehalem St.)

Contains Recycled Materials
81-125-1387

DMH.

9421

L.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: LGA Consultant Agreement
Proposed Project BRS-A743(-)
Scappose Creek (West Land Rd) Bridge
Columbia County

Date: July 8, 1981

Reply to Attn. of: HFO.8-OR/BRS-A743(-)

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

MISC. CONTRACTS and AGREEMENTS No 10,854

Mr. Swan's request of July 6 for approval and authorization to proceed for Consultant Agreement with OBEC Consulting Engineers cannot be responded to until a program request has been submitted and approved for the project. Copies of the Agreement submitted with your letter are returned herewith.

for D. K. Hoosner
Dale E. Wilken

Attachment
cy of Agreement

cc: D. E. Swan (Proj. Mgt.)

RECEIVED
STATE HWY ENGR
JUL 9'81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
X

-1/10

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 DENTIFICATION

PROJECT NAME: Scappoose Creek Bridge

HIGHWAY NAME: West Lane Road (FAS A 473)

HIGHWAY NUMBER: N/A

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2A	Columbia	

LENGTH	MILEPOST NUMBER		
950 ft.		TO	[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO — IF YES, UNIT OF GOVERNMENT: Columbia County

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER HBR

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [X] GRADING [X] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Replace the existing steel pony truss bridge.

Widen and improve the alignment of West Lane Road at both ends of the bridge.

1 Versteeg ✓
2 Anderson JW
3 Christensen
Olson
Sullivan
Terpin
Tom
4 Wakeling

RECEIVED
JUL 23 1981
ROAD DESIGN SECTION

Do Not File [ ]
Return To
Bring Up / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1981 - 450	1990 - 500

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
25	AASHTO	[ ] LIGHT [ ] MEDIUM [ ] HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 7/8/81

3 · FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	One 15'5" lane (bridge) Two 10' lanes (road)	Two 12' lanes
SHOULDERS	2' average	3'
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream Scappoose Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing } not affected by this project.	☒	☐	☐
At Grade	☒	☐	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☒	☐	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
See Typical Section		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	12,572	12.572
RIGHT OF WAY	2,400	2.400
TRAFFIC CONTROL	1,000	6.000
ILLUMINATION		
STRUCTURES 32' x 80'	192,000	144,000
RAILROAD		
ROADWAY	55,100	55.100
OTHER Remove existing bridge	11,000	9,000
ENGINEERING & CONTINGENCIES		Incl. Above
PROJECT TOTAL	274,072	229.072

SUBMITTED BY _____

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐
Type _____			

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

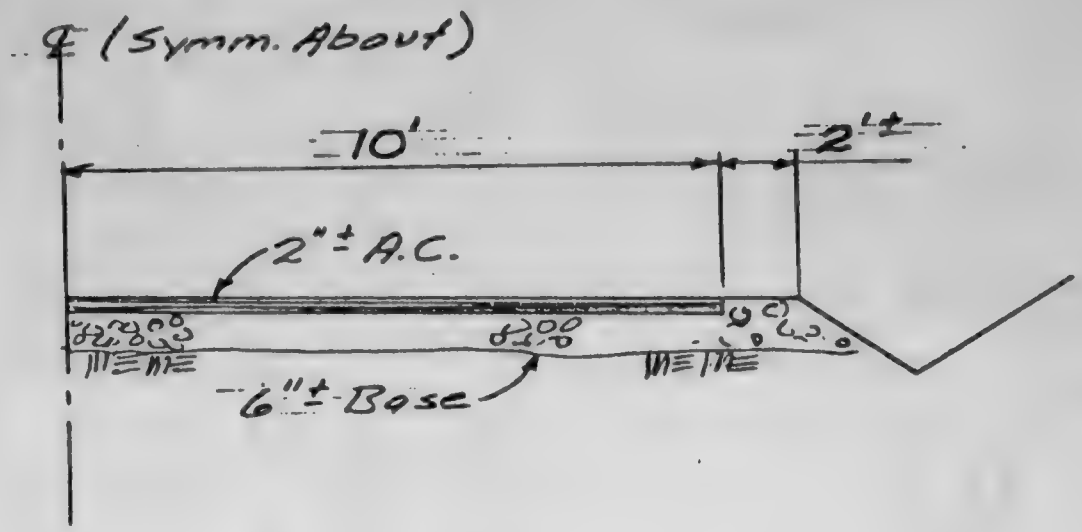
4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☐	☒
RIGHT-OF-WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☐	☐	☒

5 - DURATION TIMES (MONTHS)

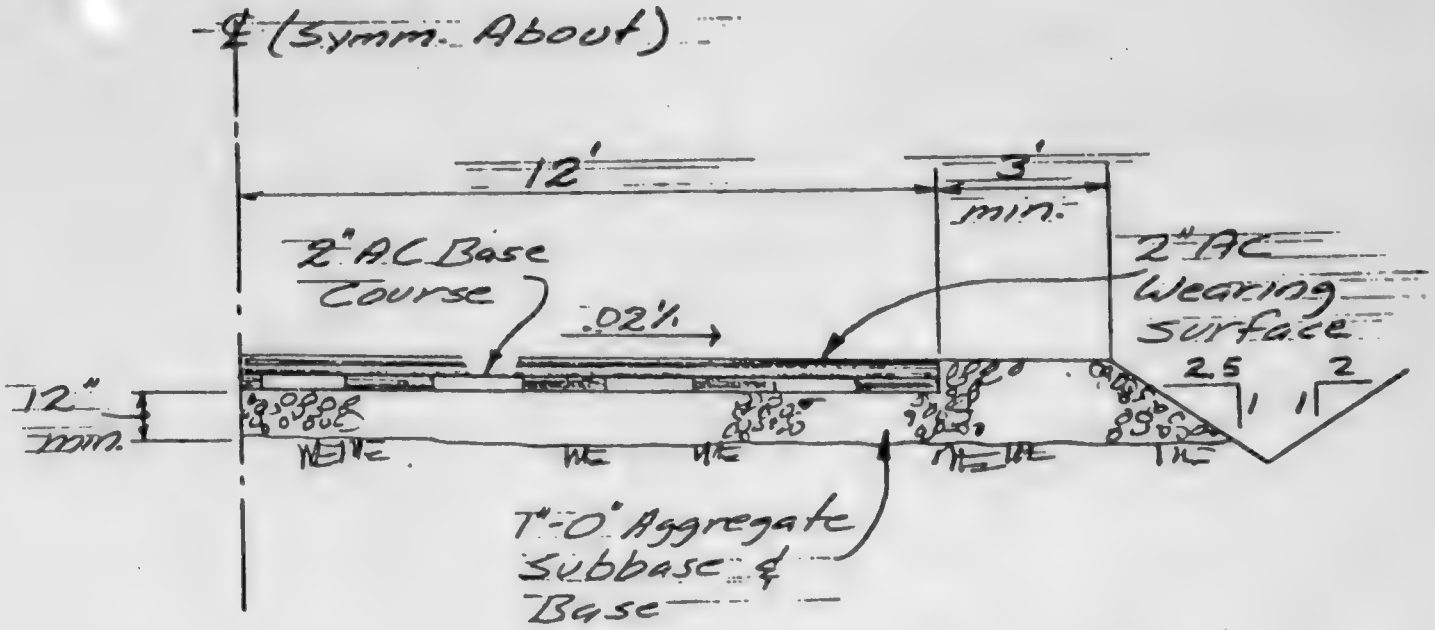
	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT		N/A
CORRIDOR APPROVAL		N/A
FIELD SURVEY	1.0	2.0
PRELIMINARY DESIGN		N/A
DESIGN APPROVAL/FINAL EIS		N/A
RIGHT-OF-WAY DESCRIPTIONS		1
RIGHT-OF-WAY ACQUISITION	6	
P.S. & E. DOCUMENTS		3

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)



EXISTING ROADWAY

No Scale

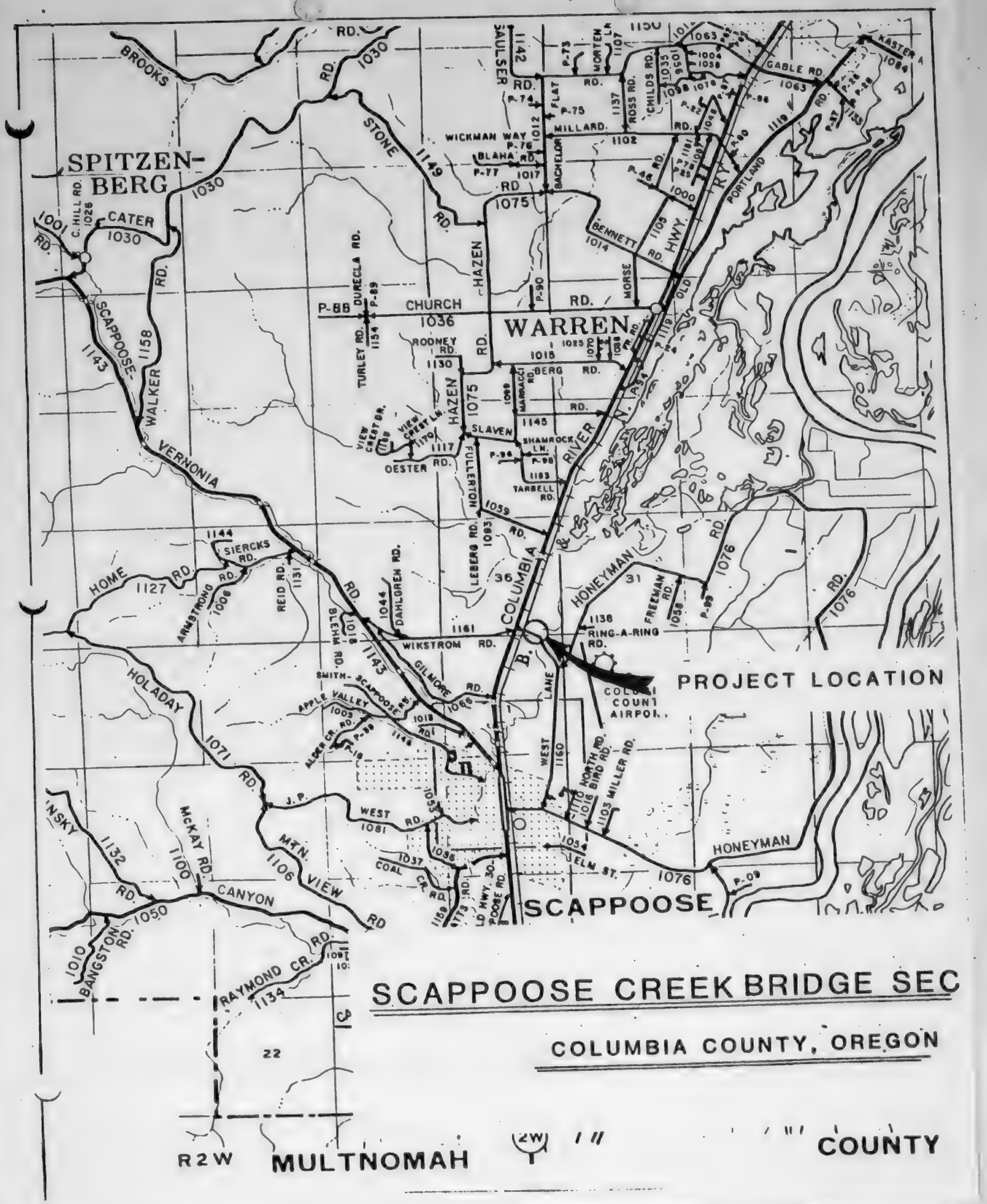


NEW ROADWAY

No Scale

SCAPPOOSE CREEK BRIDGE SEC

COLUMBIA COUNTY, OREGON



SCAPPOOSE CREEK BRIDGE SEC

COLUMBIA COUNTY, OREGON

9421

AGR

HIGHWAY DIVISION

June 16, 1981

Jon Rose, Metro
Federal Aid Specialist

D. E. Swan
Operation Programming Engineer

Scappoose Creek Bridge
West Lane Road
Columbia County

We have reviewed the Preliminary Engineering Consultant Agreement proprosed by Columbia County and OBEC Consulting Engineers. We find the Highway Division cannot concur in this agreement for that portion of the work which has already been completed. We are returning the three copies so that the appropriate changes can be made.

Although the billings paid to OBEC by Columbia County appear to be justifiable, the fact that the work was performed prior to Highway Division concurrence and FHWA approval of the Consultant Agreement does make all of these billings ineligible for federal participation. This is absolutely specified in the Federal Aid Highway Program Manual, Volume 1, Chapter 7, Section 2, Paragraph 7d.

Further, we cannot approve the County's request to use P.E. monies, previously paid to OBEC, as matching funds for other projects.

To assure Federal participation for any remaining preliminary engineering work, we suggest prompt action by the County to comply with Federal regulations.

KEH:pf
Attachments

ODOT - METRO

APR 22 1981

BMT PAR PPC FILE T/A

OBEC CONSULTING ENGINEERS

April 20, 1981

Mr. Jon Rose
Federal Aid Engineer
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: West Lane Bridge - Consulting Agreement

Enclosed are three signed copies of the Consulting Agreement for Preliminary Engineering on the FAS project.

It is our opinion that Columbia County should be fully reimbursed for the monies previously spent or that these monies will be applied to the County's match of 6% for FAS projects.

No

Please expedite this request. The bridge is badly in need of repairs and could be let in the very near future.

Very truly yours,

W. A. Palmateer
General Manager

WAP:ps
Enclosures

cc: Sam Hollinger

From Metro JON ROSE | Date 6/11

To BUZ SWAN

(Program Mgmt.) Traffic Region 1

Comments: Here are 3 copies of the subject Consultant Agreement between OBEC and Columbia County. Please review and process if it is acceptable.

Jon Rose

244 COUNTRY CLUB ROAD • EUGENE, OR 97401

Columbia Co.

9421

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

FROM: Frank E. Terpin F.E.T.
Location Engineer

DATE: June 9, '81

TO: Region Office
Region R/W Supervisor
Traffic Section
~~Bridge Section~~
Environmental Section
Final Design

SUBJECT: LOCATION PROSPECTUS

Section: Scappoose Cr. Bridge

Highway: W. Lane Rd. (FAS A 473)

County: Columbia

Please complete the attached Location Prospectus data within your area of responsibility. The Region or Section preparing the Authority for Survey should submit this completed Prospectus along with the Request for Survey Authority to the Location Unit through the Project Management Section. Others should return the completed Prospectus form directly to the Location Unit for further processing.

This information should be returned to the Location Unit within two weeks to help assure expeditious processing of the project.

Attach.

Versteeg
Anderson
2 Christensen
4 Olson
Sullivan
Terpin
1 Trout
3 Wakerlig

RECEIVED
JUN 01 1981
ROAD DESIGN SECTION

Do Not File
Return To Bennin
Bring by
Action

NOTED
W. G. BEARD

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE: June 1, 1981

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Scappoose Creek Bridge

HIGHWAY NAME: West Lane Road (FAS A 473)

HIGHWAY NUMBER: N/A

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2A	Columbia	

LENGTH: 950 ft.

MILEPOST NUMBER: TO

[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: Columbia County

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER HBR

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [X] GRADING [X] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Replace the existing steel pony truss bridge.

Widen and improve the alignment of West Lane Road at both ends of the bridge.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1981 - 450

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1990 - 500

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
25		[ ] LIGHT [ ] MEDIUM [ ] HEAVY

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	One 15'5" lane (bridge) Two 10' lanes (road)	Two 12' lanes
SHOULDERS	2' average	3'
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream Scappoose Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing } not affected by this project.	☒	☐	☐
At Grade }	☒	☐	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☒	☐	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type _____

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	■	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☐	☒
RIGHT–OF–WAY	☒	☐	☐
CONSTRUCTION ENGINEERING	☐	☐	☒

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT		N/A
CORRIDOR APPROVAL		N/A
FIELD SURVEY	1.0	2.0
PRELIMINARY DESIGN		N/A
DESIGN APPROVAL/FINAL EIS		N/A
RIGHT-OF-WAY DESCRIPTIONS		1.0
RIGHT-OF-WAY ACQUISITION	6	
P.S. & E. DOCUMENTS		3

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
See Typical Section		

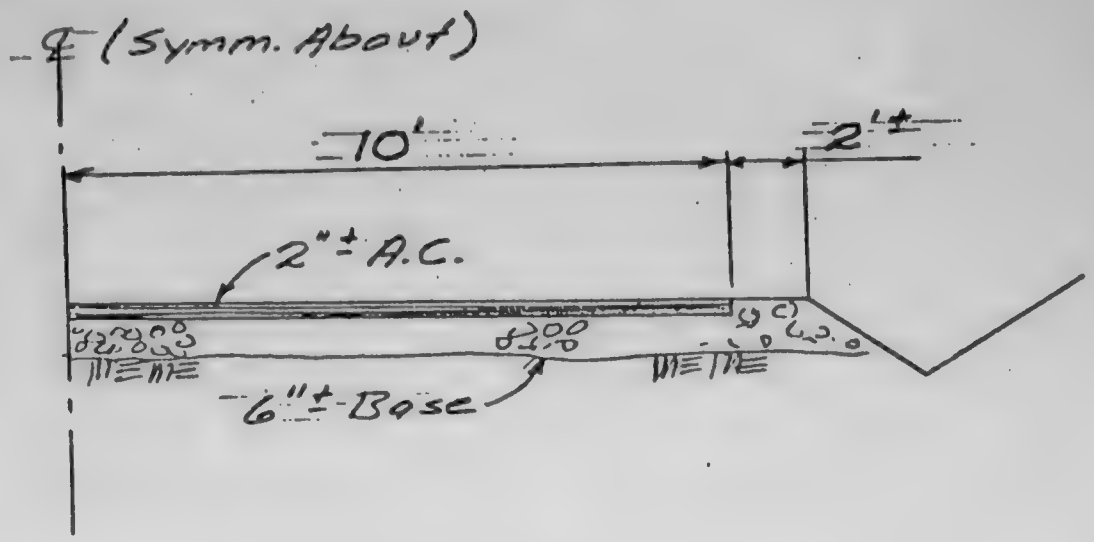
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

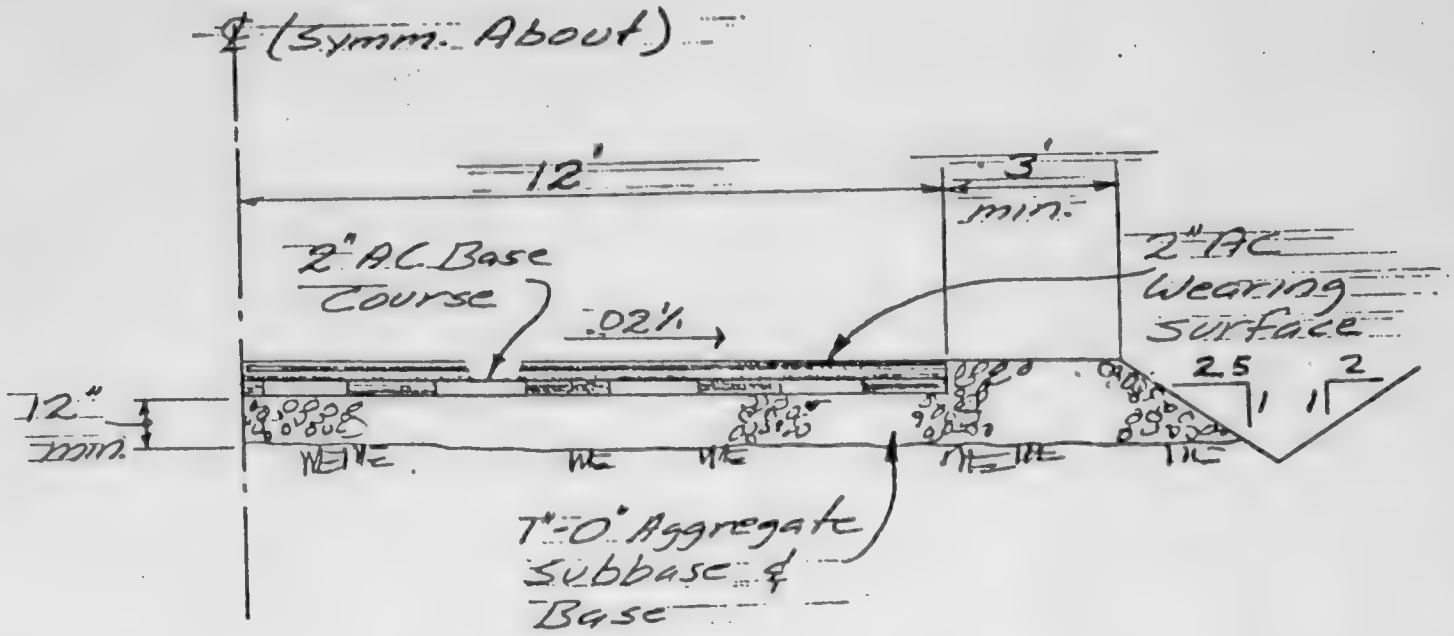
	REGION	SALEM
PRELIMINARY ENGINEERING	12,572	
RIGHT OF WAY	2,400	
TRAFFIC CONTROL	1,000	6,000
ILLUMINATION		
STRUCTURES	192,000	
RAILROAD		
ROADWAY	55,100	
OTHER Remove existing bridge	11,000	
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	274,072	

SUBMITTED BY _____



EXISTING ROADWAY

No Scale

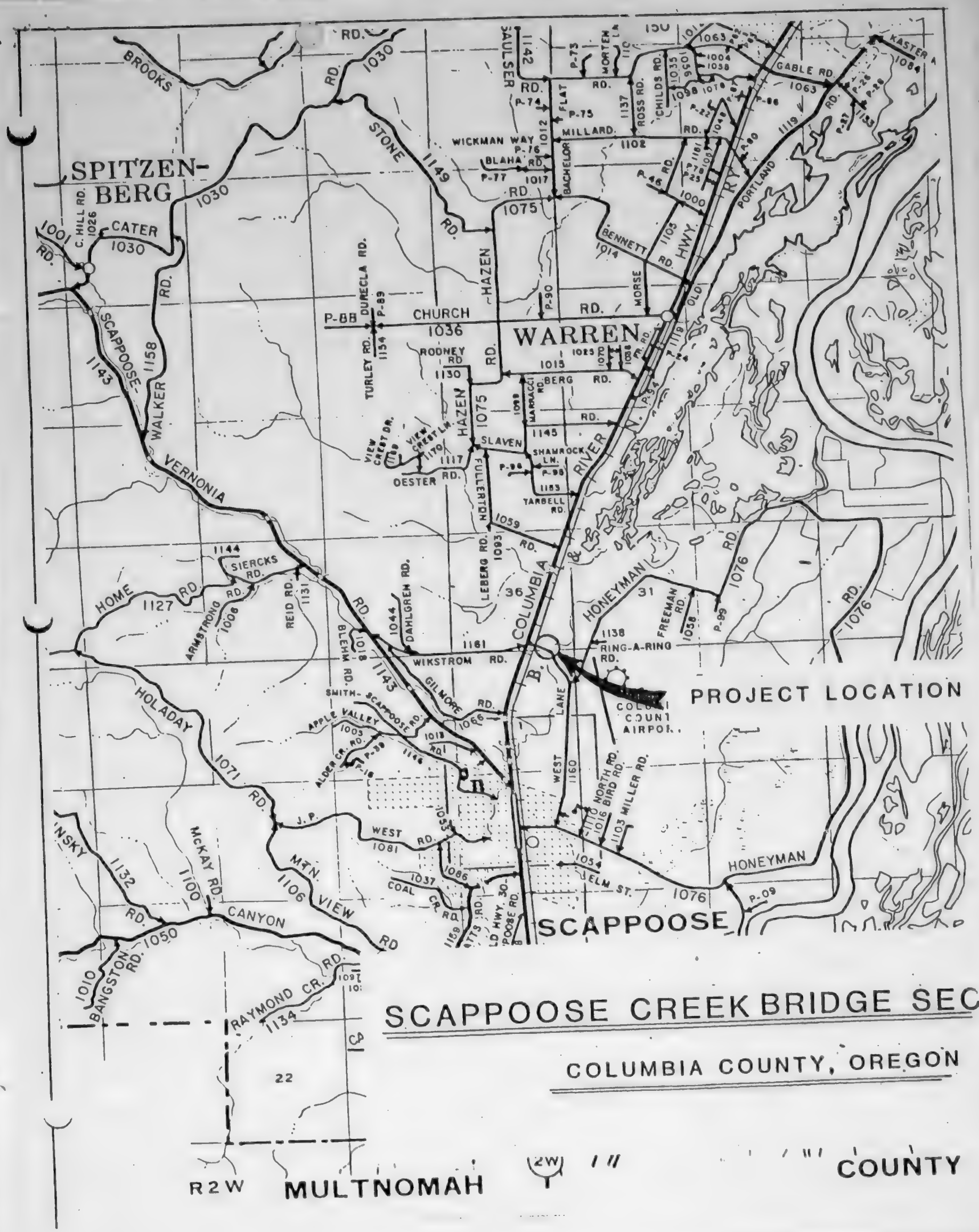


NEW ROADWAY

No Scale

SCAPPOOSE CREEK BRIDGE SEC

COLUMBIA COUNTY, OREGON


SPITZEN-
BERG
WARREN
SCAPPOOSE
PROJECT LOCATION
SCAPPOOSE CREEK BRIDGE SEC
COLUMBIA COUNTY, OREGON
R2W
MULTNOMAH
COUNTY
BROOKS RD.
1030
SAULSER RD.
1142
P-73
MORTEN LN.
1101
1063
KASTER
1084
GABLE RD.
CHILDS RD.
1035
1056
1100
1038
1098
1078
ROSS RD.
1137
FLAT RD.
P-74
P-75
MILLARD RD.
1102
WICKMAN WAY
P-76
1012
BLAHA RD.
P-77
1017
STONE RD.
1149
BACHELOR
1181
1108
P-23
P-46 RD.
1000
1119
A-80
PORTLAND
HWY
1105
BENNETT RD.
1014
1075
HAZEN RD.
P-90
MORSE
OLD
P-88
DURECLA RD.
P-89
CHURCH
1036
1154
TURLEY RD.
RODNEY RD.
1130
1023
1078
1015
BERG RD.
1145
MARMACCI RD.
1099
P-94
VIEW CREST DR.
VIEW CREST LN.
1170
1117
OESTER RD.
SLAVEN
SHAMROCK LN.
P-96
P-98
1183
TARBELL RD.
FULLERTON
1059
1093
LEBERG RD.
RIVER
COLUMBIA & N.
1076
HONEYMAN
31
36
FREEMAN RD.
1058
P-99
1138
RING-A-RING RD.
1161
WIKSTROM RD.
1044
DAHLGREN RD.
1018
BLEHM RD.
1143
GILMORE RD.
1066
SMITH-SCAPPOOSE RD.
1013
1146
APPLE VALLEY RD.
1003
ALDER CR. RD.
P-39
P-18
LANE
WEST
1160
NORTH BIRD RD.
1016
1110
MILLER RD.
1103
COLUMBIA COUNTY AIRPORT
1054
ELM ST.
HONEYMAN
1076
P-09
1053
WEST RD.
1081
1086
1037
COAL CR RD.
1159
1173
OLD HWY. 30-POOSE RD.
J.P.
MTN. VIEW RD
1106
McKAY RD.
1100
CANYON RD.
1050
1132
INSKY RD.
1010
BANGSTON RD.
RAYMOND CR. RD.
1134
1091
22
HOLADAY RD.
1071
1127
HOME RD.
1131
REID RD.
ARMSTRONG RD.
1006
SIERCKS RD.
1144
SCAPPOOSE-WALKER RD.
1158
1143
VERNONIA RD.
1001
C. HILL RD.
1026
CATER RD.
1030

Form E-30 (Rev. 9-71)

94121

(SCB0002) (Acct 8 25

10022

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Location: Scappoose Creek ~~Bridge~~ (West Lane Rd) Bridge

Date: June 1, 19 81

Highway: West Lane Road

Authorization No.: 1

County: Columbia #5

Survey Prefix: 505-1998 (Assigned by Salem office)

Description of termini, route, length, etc.: Section 36, T.4N. R.2W., W., W.M., St. Helens Quad. Bridge site located on West Lane Road (county) on the north side of Hwy. US 30. West Lane Road intersects Hwy. US 30 at M.P. 22.49. Overall length of survey is 950 feet.

Proposed: Replace existing steel pony truss bridge. Widening and improvement of vertical alignment of approach roadway at both ends. Grading and paving.

Purpose of survey: Consultant will perform the preliminary engineering. State will monitor, prepare the bidding and contract documents, advertise for bid proposals, and award the contract.

BRS-A743(1)
8-21-81

Estimate of cost: $274,100
Funding: HBR
Category: Class II, Categorical Exclusion

Field Survey	(901)	1,400
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	4,272
Final Design	(905)	500
Bridge Design	(906)	1,500
Preliminary Design	(907)	
R/W Description	(909)	1,000
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	1,000
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	100
Specifications	(921)	2,500
Administrative Services	(922)	100
Environmental	(923)	200
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JUN 15 1981
LOCATION SECTION

Total estimated cost of survey	$ 12,572
Previous authorization	0
Additional authorization requested	0
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

CURTIS H. DUVAL, Metro Location Engineer
Field Engineer

Recommended for Approval:

Regional Engineer
D.R. ADAMS, Project Development Engineer

Recommended for Approval:

Frank E. Kerper
Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

9421

L.

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 1, 1981

TO: D.H. MOEHRING Attn: D.E. Swan
Assistant State Highway Engineer

File No: 10022

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: Scappoose Creek Bridge
West Lane Road
Columbia County
Planning File 10022

RECEIVED
TECHNICAL SERVICES
JUN 11 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

COMMISSION APPROVED 1-27-82
FOR FY 1982

Here is our programming packet for the subject project. Included are a project request, authority for survey, project classification request, location prospectus, agreement information sheet, and copies of the consultant agreement. To be sent separately. ECM.

This is a Highway Bridge Replacement project sponsored by Columbia County. Inclusion in the MSD TIP is not a requirement for this project.

Our Environmental Unit has recommended a Class II, Categorical Exclusion treatment. There is waterway involvement with Scappoose Creek.

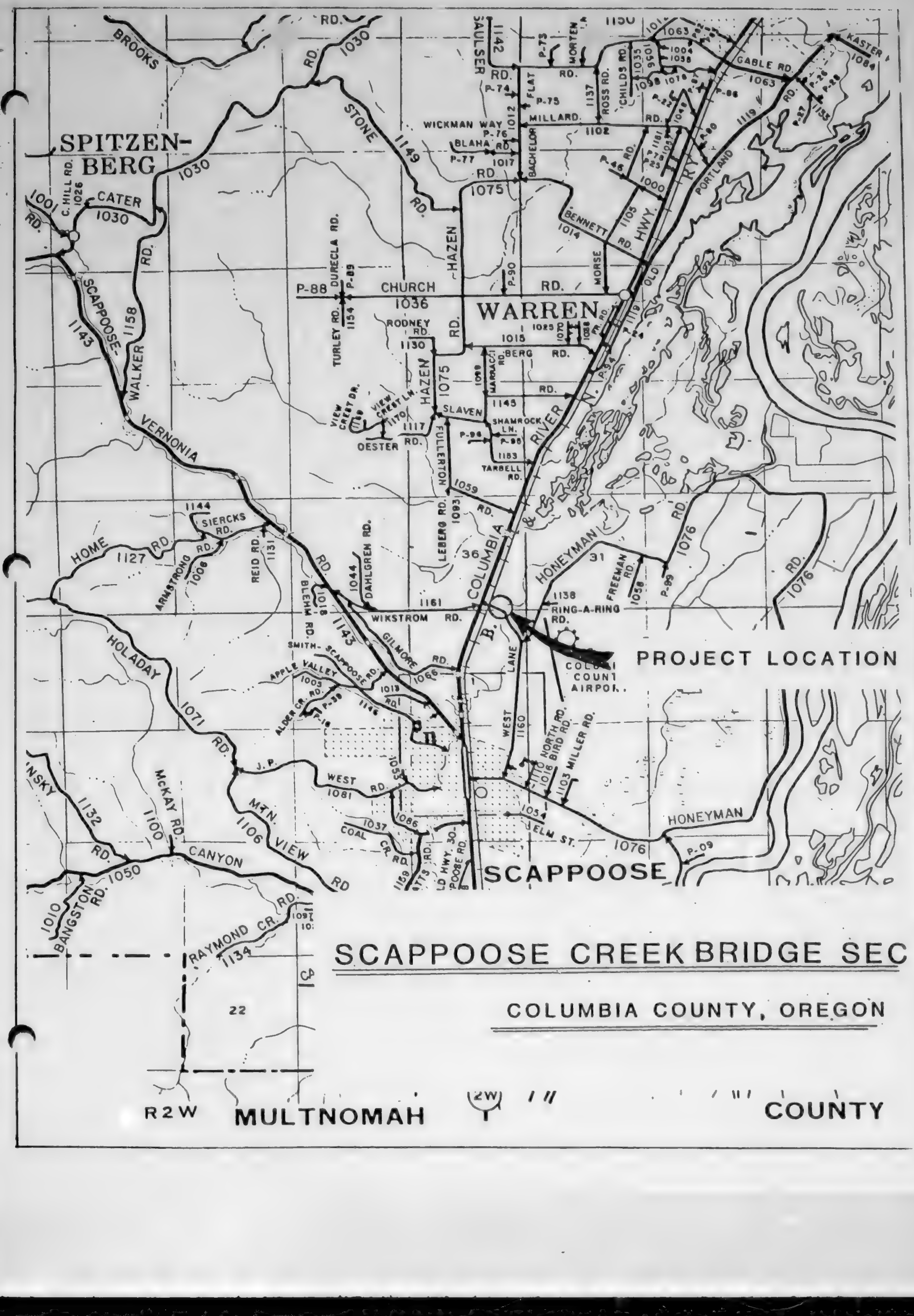
The bridge portion of this project was originally designed by OBEC Consulting Engineers as a project to be funded by Columbia County. The project was advertised and bids were opened, however a contract was not let because Columbia County lacked sufficient funds. This bridge is now in the approved HBR program for 1982. The earlier preliminary engineering work paid for by Columbia County is being incorporated into a federal aid project along with realignment of West Lane Road on the bridge approaches. The enclosed consultant agreement for $12,580 includes $8,308 for work already performed by OBEC and paid by the county. The enclosed Authority for Survey only includes $4,272 for consultant work not yet performed. We have informed OBEC that work performed prior to the date of federal approval for this project is not eligible for federal reimbursement.

Please request FHWA approval and obligation of $12,572 (TEC) at this time for preliminary engineering.

TAS:ECM:JS

cc: F.E. Terpin
R.C. Brooks
Metro Project Development Units

D. E. Swan - Please Program & Update PMS
E. S. Hunter
D. H. Moehring
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R. Trygstad
Lyle Watson
J. Sullivan
F. W. Yarbrough
J. Grassman
F. Lowe
Metro:
T. A. Spence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DURECLA RD.
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VIEW CREST LN.
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WIKSTROM RD.
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MTN. VIEW
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RD
CANYON
RD.
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BANGSTON RD.
RAYMOND CR. RD.
1134
22
2W

9421

5-28-81

CURT

See Attached sheet for breakdown cost - approx. only.

Consltn. Bridge cost appear low - by $26,000 (Salem Design recommends a 32' wide instead of Consltn's 30'-6")

Grading & Paving cost within $10,000 - ok

Consultant's PE is 9,300 lower - probably does not include Design Prep.

Final cost - Consltn. is $25,000 lower.

ECPuchy

1982 Off-System. Bridge Replacement.
$165,000.

SCAPPOOSE CR. (WEST LANE) Br.

Columbia County - 1 mi. N. Scappoose

PE - Consultant

State to monitor. Prepare bidding doc. etc.

Project involves 102'L x 30'-8"W Br., L x 30'w new Roadway & R/W

Field Rpt to monitor - Schedule 2 months - 8 wks.

Field Trips -	2 Days
Weekly Reporting	2 Days
Plan Review	3 Days
10% Mine	1 Day
	8 Days @ $158 = 1300 + 100 (Adm.) = $1,400

PREM. EST. OF COST

638	ITEM		STATE	CONSULT.
	Bridge 102' x 30'-8" (3128 sf) (Br. Design Recom. 32' W) (3264 sf) @ $42		$137,000	$111,000
	10%	3%		
	Mobil & T.P.D.T. @ 13%	$4,300		
	Clear - Grub	1000		
	Grading 700 CY @ 6.00	4,200		
	@ 1000 @ 12.00	12,000		
	Paving AC 365 @ 35.00	12775		
	Type 2A			
	Guard Rail 100' @ 35.00	3500		
	Anchors 4 @ $350	1400		
	End Pieces 4 @ $100	400		
	Finish - 900' @	1,000/33125		
	Sub	37,425		
	Total +50,925			
	Add 40% Eng. ($192,000)			
	Roadway		56,100	66,000 (45,000 + 1000 T.P.D.T. + 20,000)
	R/W	2,400	2,400	2,400
	Br. Removal	5,000	5,000	5,000
			200,500	164,400
	P.E		* 18,900	9,400 *
	TOTAL		* 219.400)	194,500

9421

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRS-A743(-)
Scappoose Cr. (West Lane) Bridge
West Lane Hwy., Columbia County

Date: May 28, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your May 7, 1981 letter has been reviewed.

We concur in your classification of this project as a categorical exclusion.

for Dale E. Wilken

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg I)

ENVIRONMENTAL SECTION
June 1, 1981

cc: J. B. Boyd (3)
J. H. Versteeg (4)
B. L. Gifford (2)
L. E. George (2)
D. H. Moehring
W. J. Hart
C. T. Keasey
F. E. Terpin
R. H. Prange
Phil Lewelyyn
Surfacing Design
R. N. Bothman
Ed Hardt
Jef Kaiser
Clarence Eshleman
Bill Geibel
Don Keyes (8)

KEH

3RS-A743(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date May 7, 1981

Section Sccappoose Creek (West Lane) Bridge
City Scappoose Hwy. No. C1160
Highway FAS A743, West Lane
Begin M.P. .05 Length .13 mile
County Columbia
Program Estimate $194,000
Region 1
Funding Source HBR

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

To replace the existing steel pony truss bridge, built in about 1912. It is in poor condition; wood piles were driven under the bridge several years ago to support the trusses under each panel point. ADT is estimated to be 400 to 500 vehicles per day, about 100 of which are large trucks traveling to and from a gravel pit near the east end of the bridge. The narrow bridge width (15 feet) provides only one lane for travel. Alternatives are to close bridge to all traffic, continue to use it in its unsafe condition, or replace it with a new structure. Rebuilding the old bridge is not considered practical.

C. Recommended Project Classification:

Project Class		Documentation
_____	I	Draft and Final EIS
X	II	Categorical Exclusion
_____	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding	X Noise Study Report
X Cultural Resource Survey	__ Indirect Source Construction Permit
__ Section 106 Procedures	__ Section 4(f) Determination

Basis for Recommended Classification:

The proposed bridge will be in same location as existing bridge. Old abutments will be left in place to minimize earthwork required near stream. No construction will be done in stream except for removal of existing wood piles.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	1	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	Yes, gravel	Yes, gravel*
Average Daily Traffic (Volume and Year)	450 est. (1981)	500 (1990)
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	None/25	30/30

* paved at approach guardrail.

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	.35
Estimated Number of Parcels	4
Residential Relocation (No.)	None
Business Relocation (No.)	None

Describe:
Existing right-of-way is 40' wide, according to County Surveyor's Office. Approach fills and road widening will require minor right-of-way acquisition.

2. Estimated Impact on Land Use:

None. New bridge will be in same location as existing.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No impact on volume, as existing bridge is still in service. The new two-lane bridge will eliminate waiting for oncoming traffic to clear bridge. Safety, as well as convenience, will be increased by the wider new bridge and improved approaches.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

No work will be done in the stream except for removal of existing wood piles. Approach fills will be small and new approach roadway will follow existing alignment; affect on adjacent land will be negligible. There are no wetlands or other environmentally sensitive lands within the project area. No rare or endangered species of plants or animals have been identified.

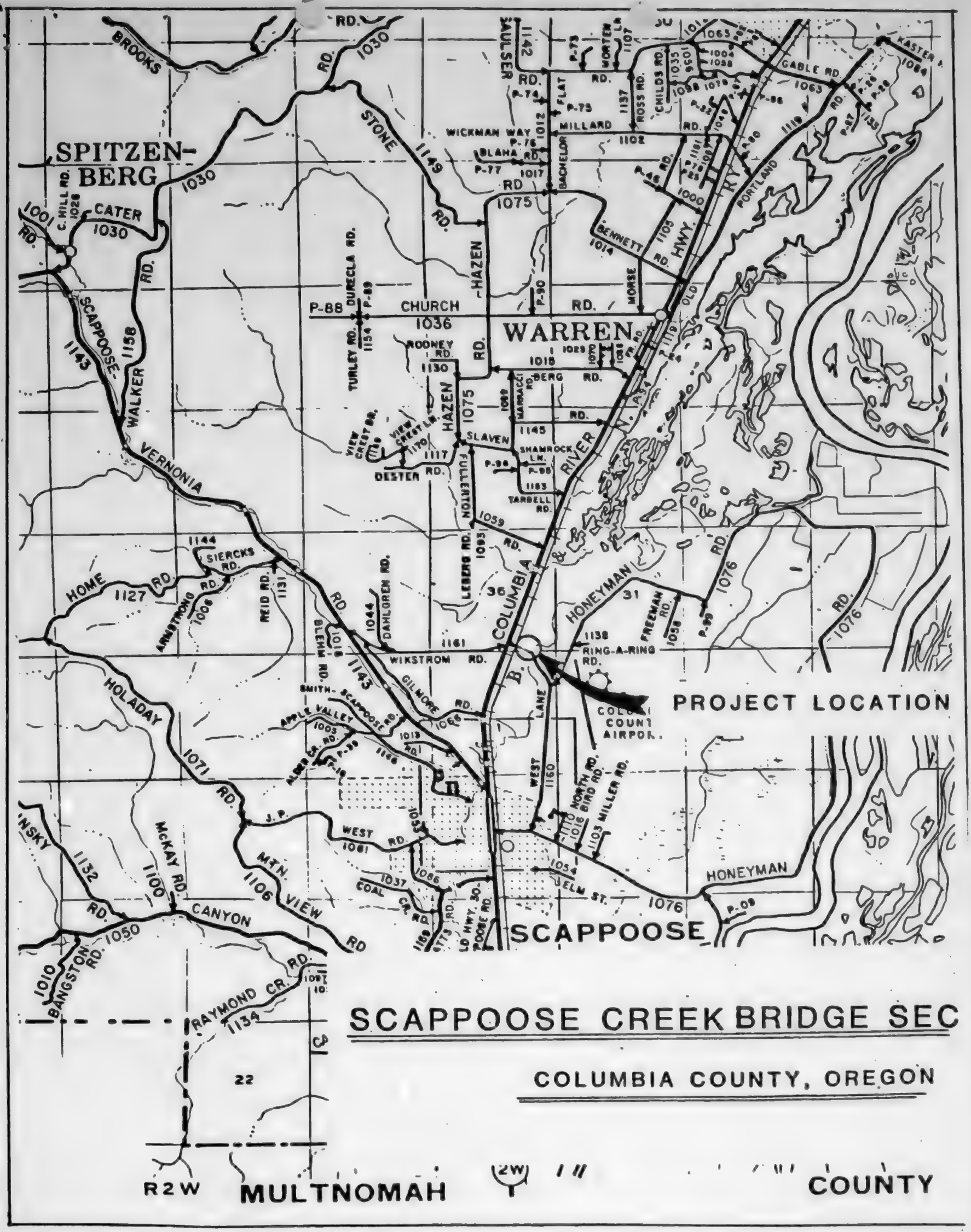
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None. There are no resources of these types within the project vicinity.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None. The project was bid as a county project (but not awarded) in May, 1980. No controversy or other concern was apparent at that time.

Name of Preparer and Phone Number: OBEC Consulting Engineers (Willis G. Worcester) 683-6090 and Jef Kaiser (Metro ODOT) 238-7439



SCAPPOOSE CREEK BRIDGE SEC

COLUMBIA COUNTY, OREGON

9421

BEC CONSULTING ENGINEERS

May 12, 1981

MA PDM PDE FFM SPC
ODOT - METRO

MAY 14 1981

BM PAR PPC FILE T/A

Mr. E. C. Mershon
Program Engineer
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

Re: Woodson Bridge, Westport Slough
West Lane Bridge, Scappoose Creek
Nehalem Street Bridge, Clatskanie River
Columbia County

Dear Sir:

Reference is made to your letter of May 8th, concerning three projects in Columbia County.

WOODSON BRIDGE - WESTPORT SLOUGH - Off System

Our records show this project was submitted for eligibility of funding in late 1980, resubmitted along with the Consultant's P.E. Agreement in February 1981, since Jon Rose failed to receive the County's original application. Separate agreement with Columbia County called for us to spend a limited amount of money to obtain the necessary foundation data and for submittal of the Coast Guard Application. As you know, a certain amount of preliminary study and design is necessary in order to prepare the documents for the Coast Guard Application.

These monies were authorized to speed up the project for it was assumed any delay would be in waiting for Coast Guared approval.

Foundation drilling and staff work for the Coast Guard Permit has been completed and paid for by the County. The Corps of Engineers Permit, Division of State Lands Permit, Fish and Game and other environmental considerations are still to be done under the basic consultants agreement.

I have reviewed the project with our Chief Engineer Lou Pierce, and we are in agreement that the work completed to date represented that necessary to make the Coast Guard Application and to establish the funding needs for the project; and that all the work remaining to ready the project for bidding is represented by the Consultants Agreement.

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

The only change needed in the basic agreement is to strike out the request for reimbursement of the foundation drilling costs if they are not eligible for Federal participation.

WEST LANE BRIDGE - SCAPPOOSE CREEK - On System

This structure was originally designed and advertised in May 1980. Early this year Columbia County requested HBR funding for construction and later requested FASC funding be borrowed ahead and used instead.

No work has been done on the project awaiting approval of the Consultants Agreement, with the exception of sending you the vicinity map and project limits as per your personal request. Our Agreement on Page 2 of 5, Exhibit A, shows $8,307.65, previously paid plus an amount of $4,272.00 for the revision to the project to include the grading and paving. If the County cannot be reimbursed for the monies previously spent then you may delete item (j) on Page 5 of 5, Exhibit A. I see no other proplems.

NEHALEM STREET BRIDGE - CLATSKANIE RIVER - Off System

Project request sent to Metro in March and Consultants Agreement in April 1981.

No engineering work has been done on the project pending approval of the agreement, except for a site survey which was performed in conjunction with an investigation of damage to the bridge due to the settlement of an adjacent building. This is a separate agreement with the City of Clatskanie.

The agreement shows an estimate for foundation drilling by OSHD which is not a part of the Lump Sum fee. This estimate can be deleted if you wish, otherwise we see no change in the Agreement.

Woodson Bridge has been closed since late September 1980, and much effort by State Representative Caroline Magruder and the entire County Board of Commissioners has gone into arranging financing to rebuild this structure - including the advancement of County funds for foundation borings and initial studies for the Coast Guard Permit. The delay in processing the project request and Consultants Agreement has not gone unnoticed by these people - I have been asked to appear before the board on May 13th, with an explanation of the delays on their projects and to project probable completion dates. I may not be able to give a very definite answer. It would seem appropriate if you would furnish the Board and Representative Magruder with an estimate of the time that will be required to process these agreements so that we might plan accordingly.

Very truly yours,

W. A. Palmateer
General Manager

WAP:seb
cc: Columbia County
Walter J. Hart
Rep. Caroline Magruder

9421

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

May 8, 1981

TO: Executive Department
Federal Aid Coordination Unit

Metropolitan Service District (MSD)
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

FROM: D. E. Swan
Operation Programming Engineer

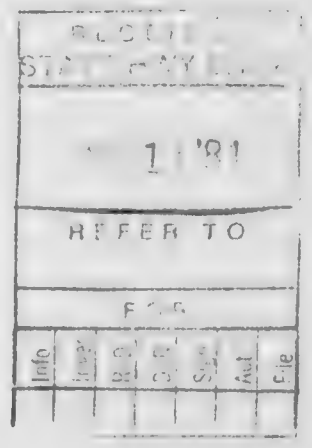
SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Scappoose Creek (West Lane) Bridge
Highway: West Lane Co. Rd. FAS-A743
County: Columbia

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be June 10, 1981.

BLG:bke
Attachments
cc: D.E. Wilken, FHWA
H.S. Coulter
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. M-1 Engr.: R.N. Bothman/E.L. Hardt
Dis. 2 Engr.: W.W. Geibel
Aeronautics Division
David Powers, Parks
B.L. Gifford



Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: Department of Transportation [45	46] DIVISION: Highway				[79
03	12] APPLICANT ADDRESS STREET: Transportation Building [45	46] CITY: Salem [60		76] ZIP: 97310 [80		
04	12] CONTACT PERSON: D.E. Swan [45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6563 [59		
01	12] PROJECT TITLE: Scappoose Creek (West Lane) Bridge					[71
11	12] PROJECT LOCATION—CITY: West Lane Co. Rd. FAS-A743	PROJECT LOCATION—COUNTY: Columbia	PROJECT LOCATION SEC: T: R:			[79

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] To replace the existing steel pony truss bridge, built in about 1912. It is in poor condition; wood piles were driven under the bridge several years

07 12] ago to support the trusses under each panel point.

08 12]

09 12]

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
155,200	----	-----	38,800	----	194,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12E) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways	[71
15	12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45	46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [XX] 29 No [ ] 30 Date: May 8, 1981

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: June [42 43] DAY: 10 [44 45] YEAR: 1981 [46

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: May 8, 1981

VI. If project includes state funds (12C), identify agency -----

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

BRS-A 143(-)

A. Project Identification:

Date May 7, 1981

Section Sccappoose Creek (West Lane) Bridge
City Scappoose Hwy. No. C1160
Highway FAS A743, West Lane
Begin M.P. .05 Length .13 mile
County Columbia
Program Estimate $194,000
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Funding Source HBR

(Attach Project Location Map)

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X Cultural Resource Survey	__ Indirect Source Construction Permit
__ Section 106 Procedures	__ Section 4(f) Determination

Basis for Recommended Classification:

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(12-15-80)

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1. Estimated Right-of-Way Impacts:

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Estimated Number of Parcels	4
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Describe:
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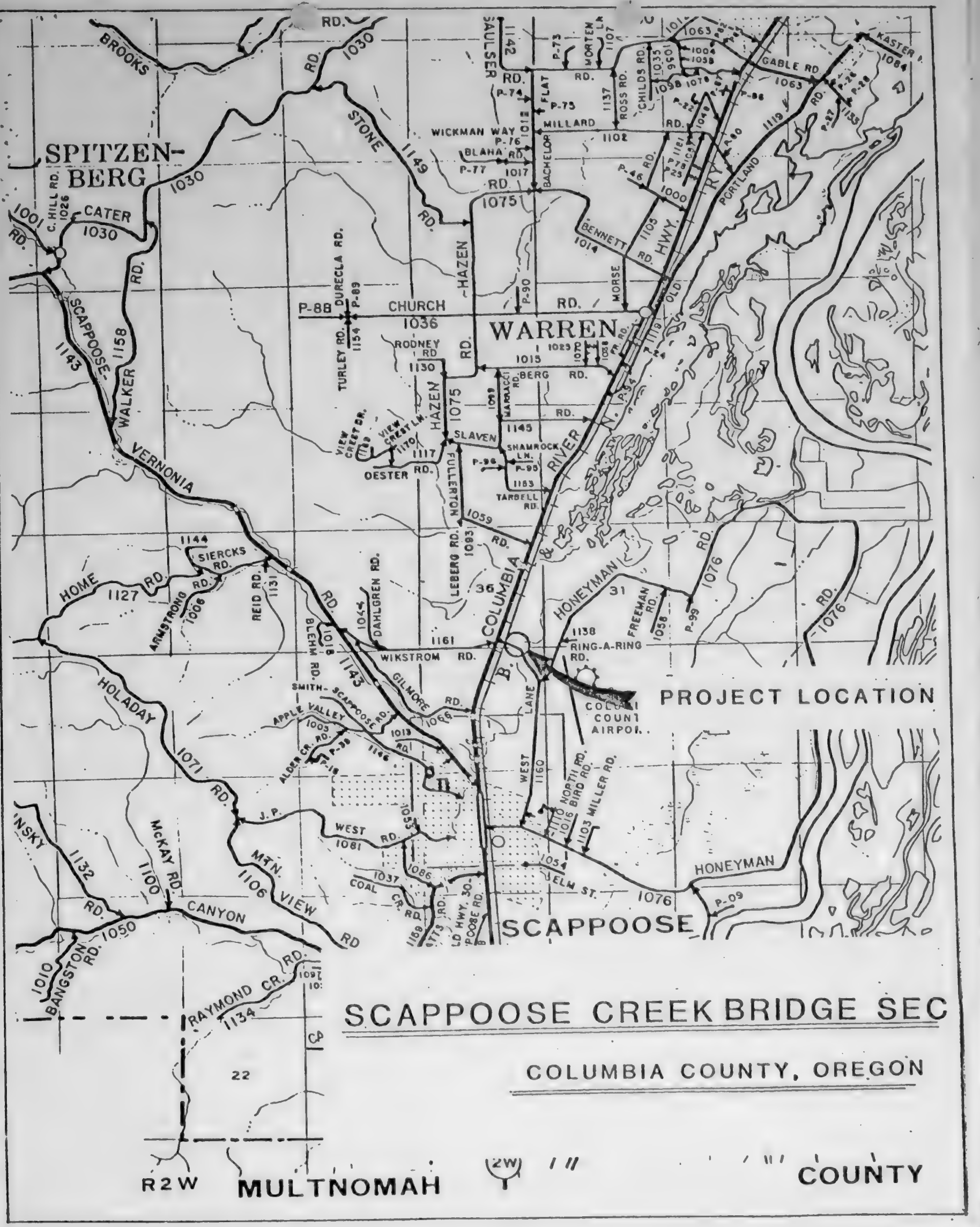
Name of Preparer and Phone Number: OBEC Consulting Engineers (Willis G. Worcester) 683-6090 and Jef Kaiser (Metro ODOT) 238-7439


SPITZEN-BERG
WARREN
SCAPPOOSE
PROJECT LOCATION
SCAPPOOSE CREEK BRIDGE SEC
COLUMBIA COUNTY, OREGON
R2W
MULTNOMAH
COUNTY
BROOKS RD.
STONE RD.
1030
1149
CATER 1030
1001 RD.
C. HILL RD. 1026
SCAPPOOSE-VERNONIA 1143
WALKER RD. 1158
HAZEN RD. 1075
CHURCH RD. 1036
DURECLA RD.
TURLEY RD. 1154
RODNEY RD 1130
BERG RD. 1015
SLAVEN RD. 1145
OESTER RD. 1117
VIEW CREST DR. 1180
VIEW CREST LN. 1170
SHAMROCK LN.
TARBELL RD. 1183
FULLERTON RD. 1059
LEBERG RD. 1093
SAULSER RD. 1142
FLAT RD.
MORTEN LN. 1107
CHILDS RD. 1035
ROSS RD. 1137
MILLARD RD. 1102
WICKMAN WAY
BLAHA RD. 1017
BACHELOR RD.
BENNETT RD. 1014
MORSE RD.
GABLE RD. 1063
KASTER RD. 1084
PORTLAND RY
HWY. 1119
OLD P.R. RD.
P-54
RIVER
COLUMBIA & B.
HONEYMAN RD. 1076
FREEMAN RD. 1058
RING-A-RING RD. 1138
COLUMBIA COUNTY AIRPORT
HOME RD. 1127
SIERCKS RD. 1144
ARMSTRONG RD. 1006
REID RD. 1131
BLEHM RD. 1018
DAHLGREN RD. 1045
WIKSTROM RD. 1161
SMITH-SCAPPOOSE RD. 1143
GILMORE RD. 1066
APPLE VALLEY RD. 1003
ALDER CR. RD. 1013
HOLADAY RD. 1071
MCKAY RD. 1100
MTN. VIEW RD. 1106
CANYON RD. 1050
BANGSTON RD. 1010
RAYMOND CR. RD. 1134
J.P. WEST RD. 1081
COAL CR. RD. 1037
OLD HWY. 30-POOSE RD. 1173
WEST LANE 1160
NORTH BIRD RD. 1016
MILLER RD. 1103
ELM ST. 1054
HONEYMAN 1076
P-09
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9421

OBEC CONSULTING ENGINEERS

April 15, 1981

Mr. Earl Mershon
Oregon Department of Transportation
5821 N.E. Gleason Street
Portland, Oregon 97213

Re: Scappoose Creek (West Lane) Bridge
OBEC Job No. 109-18

Dear Mr. Mershon:

As you requested, I am sending enclosed a vicinity map and preliminary grading sheet for the West Lane project. The grading sheet shows the new right-of-way which will be required.

It appears that we may extend the beginning of the project back to the railroad crossing. This is not shown on the enclosed, but is at about Station 0-75, or about 75 feet west of the beginning Station 0+00. We will be gathering more data on this and discussing it with the County in the next week or so. If there is to be a change in the project limits, I will send you an updated drawing.

Please let me know if you have any questions or if we can supply anything further.

Very truly yours,

Willis G. Worcester
Office Engineer

WGW:ps
Enclosures

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

9421

COLUMBIA COUNTY

BOARD OF COMMISSIONERS

ROBERT M. HUNT, CHAIRMAN
MARION SAHAGIAN
A. J. "JAY" AHLBORN

COUNTY COUNSEL
JILL THOMPSON

ADMINISTRATIVE STAFF
GLORIA SALVEY
ROBERTA STUBBS

331 Courthouse, St. Helens, Oregon 97051
TELEPHONE (503) 397-4322

April 13, 1981

IMA PDM PDE FFM SPC
ODOT - METRO

APR 13 1981

BM PAR PPC FILE T/A

Mr. Jon Rose
Region Federal Aid Engineer
Oregon State Highway Division
Region 1
P.O. Box 02157
Portland, Oregon 97202

Re: West Lane Bridge No. 008-13752
OBEC Job No. 109-18

Dear Mr. Rose:

Enclosed herewith is the Federal Aid Project Request for the West Lane Bridge, which has been signed by the members of the Columbia County Board of Commissioners.

We trust the request is in order, but if not, please advise us immediately.

Sincerely,

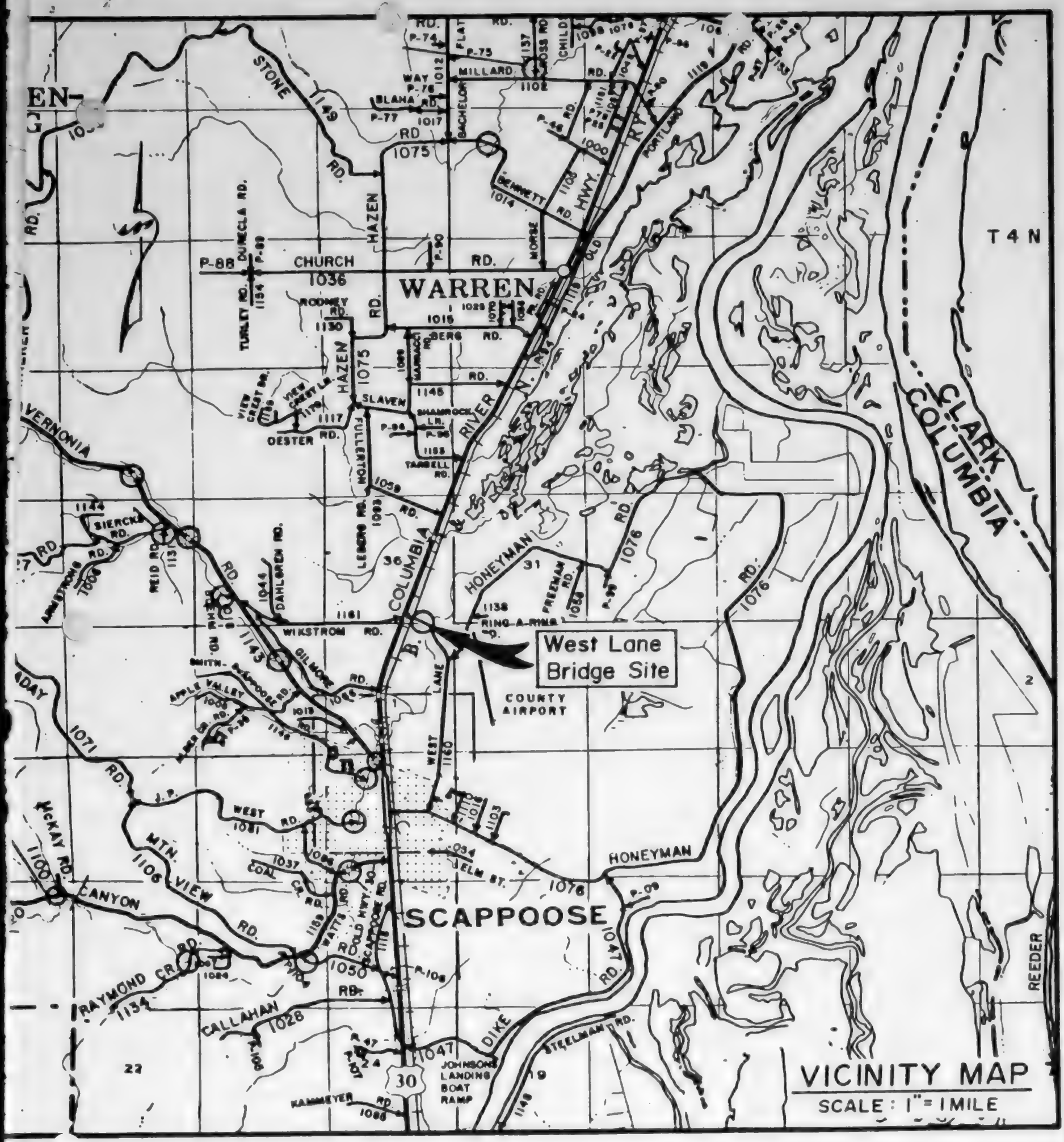
A. J. Ahlborn

AJA:gs
encl.

cc: Wally Palmateer, OBEC

4/13/81

Please review and prepare a complete request package.


West Lane
Bridge Site
COUNTY
AIRPORT
WARREN
SCAPPOOSE
HONEYMAN
CLARK
COLUMBIA
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VERNONIA
HAZEN
CHURCH
RD.
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1102
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OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date March 27, 1981

Section Scappoose Creek (West Lane) Bridge
City Scappoose Hwy. No. C1160
Highway C1160/FAS A743 WEST LANE
Begin M.P. .05 Length .13 Mi
County Columbia
Program Estimate $194,000
Region 1
Funding Source HBR

(Attach Project Location Map)

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Number of Traffic Lanes	1	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	Yes, gravel	Yes, gravel*
Average Daily Traffic (Volume and Year)	450 est. (1981)	500 (1990)
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	None/25	30/30

*Paved at approach guardrail.

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	.35
Estimated Number of Parcels	4
Residential Relocation (No.)	None
Business Relocation (No.)	None

Describe:

Existing right-of-way is 40' wide, according to County Surveyor's Office. Approach fills and road widening will require minor right-of-way acquisition.

2. Estimated Impact on Land Use:

None. New bridge will be in same location as existing.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

No impact on volume, as existing bridge is still in service. Little if any impact on flow or pattern, except that new two-lane bridge will eliminate waiting for oncoming traffic to clear bridge. Safety, as well as convenience, will be increased by the wider new bridge and improved approaches.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None. No work will be done in the stream except for removal of existing wood piles. Approach fills will be small and new approach roadway will follow existing alignment; affect on adjacent land will be negligible. There are no wetlands or other environmentally sensitive lands within the project area. No rare or endangered species of plants or animals have been identified.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

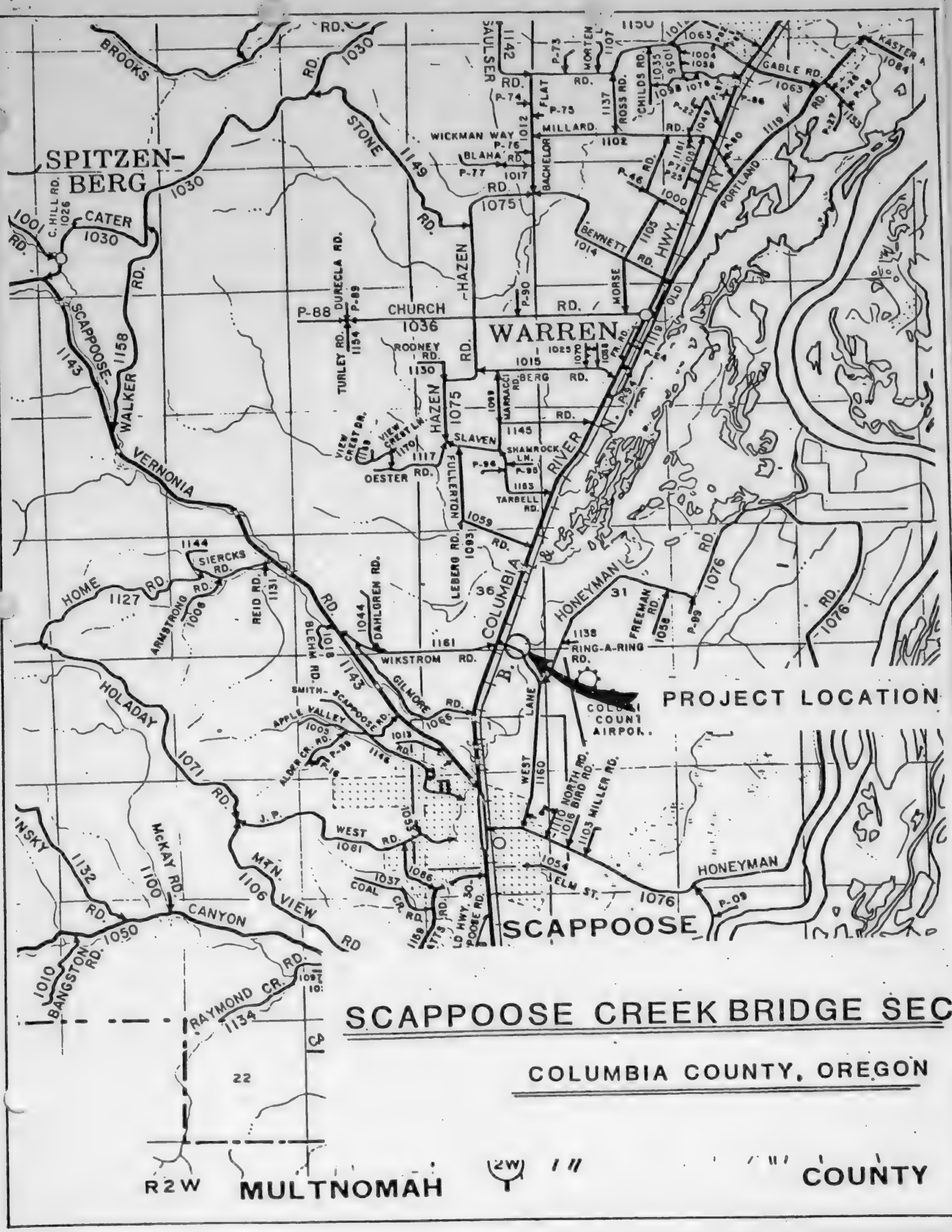
None. There are no resources of these types within the project vicinity.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None. The project was bid as a county project (but not awarded) in May, 1980. No controversy or other concern was apparent at that time.

Name of Preparer and Phone Number: OBEC Consulting Engineers (Willis G. Worcester) 683-6090

Ec Kaiser (Metro ODOT) 238-7429


SPITZEN-
BERG
WARREN
SCAPPOOSE
PROJECT LOCATION
SCAPPOOSE CREEK BRIDGE SEC
COLUMBIA COUNTY, OREGON
R2W
MULTNOMAH
COUNTY
BROOKS RD.
STONE RD.
SAULSER RD.
FLAT RD.
MORTEN RD.
CHILDS RD.
ROSS RD.
GABLE RD.
KASTER
MILLARD RD.
WICKMAN WAY
BLAHA RD.
BACHELOR
PORTLAND
BENNETT RD.
HWY.
OLD
HORSE
CATER
C. HILL RD.
CHURCH
HAZEN
DURECLA RD.
TURLEY RD.
ROONEY RD.
BERG RD.
MAMACH RD.
SCAPPOOSE-VERNONIA
WALKER RD.
VIEW CREST DR.
VIEW CREST LN.
OESTER RD.
SLAVEN
SHAMROCK LN.
TARBELL RD.
FULLERTON
LEBERO RD.
COLUMBIA RIVER
HONEYMAN RD.
SIERCKS RD.
HOME
ARMSTRONG RD.
REID RD.
DAHLGREN RD.
BLEHM RD.
WIKSTROM RD.
RING-A-RING RD.
FREEMAN RD.
HOLADAY RD.
SMITH-SCAPPOOSE RD.
GILMORE RD.
APPLE VALLEY
ALDER CR. RD.
WEST LANE
NORTH BIRD RD.
MILLER RD.
ELM ST.
INSKY RD.
McKAY RD.
J.P. WEST RD.
MTN. VIEW RD
COAL CR. RD.
OLD HWY. 30-POOSE RD.
CANYON RD.
BANGSTON RD.
RAYMOND CR. RD.
COUNTY AIRPORT

Project Scappoose Creek Bridge, West Lane Road

Agency Columbia County Date June 1, 1981

Type of Project Bridge Replacement

Funds SOS FAIX FAUS FASC Title II (HBR)

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	( )	( )	⊠
Monitor PE	( )	⊠	( )	( )
Field Survey	( )	( )	( )	⊠
Prepare Environmental Statements	⊠	( )	( )	( )
Review & Process Envir. Statements	⊠	( )	( )	( )
Public Hearings	⊠	( )	( )	( )
Citizen Involvement	( )	( )	⊠	( )
Action Plan Requirements	( )	( )	⊠	( )
Preliminary Design Plans & Specs.	( )	( )	( )	⊠
Prepare for Contract Bids	( )	⊠	( )	( )
Advertise, Let and Award	( )	⊠	( )	( )
Major Construction Engineering	( )	( )	( )	⊠
Lab Testing, Final Checking	( )	⊠	( )	( )
Utility Responsibility	( )	( )	⊠	( )
Maintenance After Completion	( )	( )	⊠	( )
Signal Maintenance	⊠	( )	( )	( )
Power Consumption	⊠	( )	( )	( )
Local Match	( )	( )	⊠	( )
Provide for Right-of-way Agreement		(Yes)	No	

Construction by Contract ⊠ State Forces ( ) Local Forces ( )

Advance Deposit Required PE ⊠ Construction ⊠ N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

94/21

FEDERAL AID PROJECT REQUEST

Date March 26, 1981

Applicant Agency Columbia County, Oregon
Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR X
Federal Aid Route No. A 743 Route Name West Lane
Project Name Scappoose Creek (West Lane) Bridge Sec.

Project Length ~~675'~~ 950 ft. ECH. Project Location (Attach sketch map)
Project Description Replacement of existing steel pony truss bridge. Widening and improvement of vertical alignment of approach roadway at both ends of bridge.

Average Daily Traffic 450 (est.) Design Speed 25 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20' Travel Lanes 2 Shoulders 2' Average
Medians None Parking None
Sidewalks None
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 24' Travel Lanes 2 Shoulders 3'
Medians None Parking None
Curbed No Length Curb Radii N/A
Sidewalk/Bikeway None
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40' Minimum 40' Maximum 40'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None Proposed

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Section 36, T.4N., R.2W, W.M., St. Helens Quad.

Type Steel Pony Truss, Wood Deck

Approach Roadway Width 20' Shoulder Width 2' Average

Length 80' Width 15'-5" Curb-Curb

To remain in place? No

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 102' Width 30'-8" O.-O. Deck

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No. Provision will be made for attaching future utilities.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Road will be closed for bridge construction

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No

Name of Railroad Burlington Northern
Existing Crossing Protection None - Crossbucks only.

2. Will existing railroad crossing be altered? No

Remarks Crossing is not within proposed project limits.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Columbia County Board of Commissioners Office
2. Environmental — Columbia County Board of Commissioners Office
3. Public Hearing — Columbia County Board of Commissioners Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State _____ Consultant X

2. Project construction engineering to be performed by:

Applicant_____ State_____ Consultant X

3. Will applicant perform any work prior to or after award of contract?
Yes X No_____
If "yes," describe briefly: Applicant will furnish permanent striping and signing.

4. Applicant's estimate of cost for requested project:

	OBEC Estimate	Metro Brandh Estimate
Roadway Work	$ 45,000	55,100.
Right-of-way costs (if participating)	2,400	2,400.
Traffic control	1,000	1,000.
Illumination	--	
Structures	111,000	192,000.
Railroad	--	
Other Existing Bridge Removal	5,000	11,000.
Preliminary engineering	9,600	12,572.
Construction Engineering	20,000	Included Above
PROJECT TOTAL	$ 194,000	274,072.

Remarks Bridge carries heavy (100/day est.) truck traffic to and from nearby gravel pit. ECM.

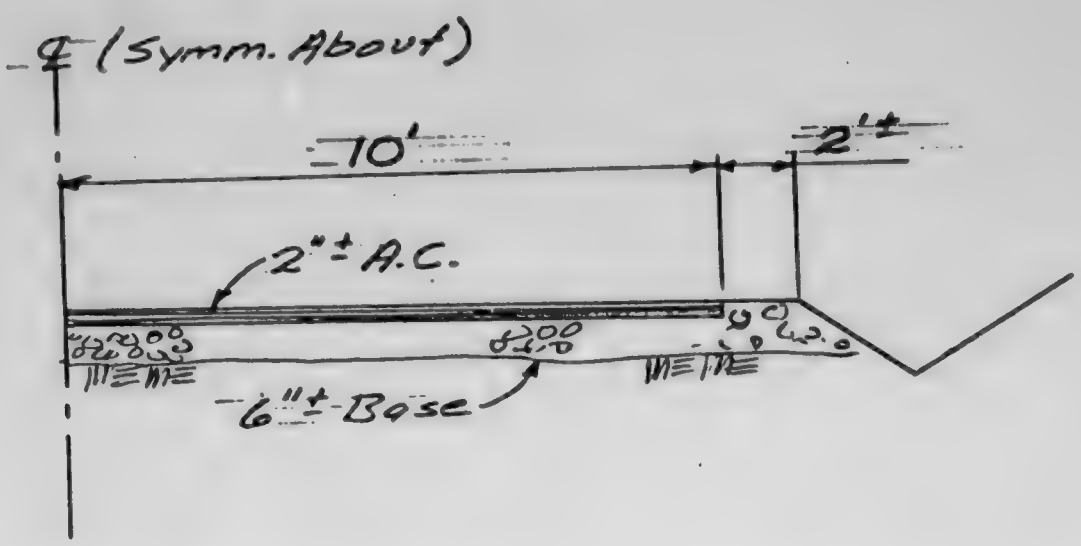
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Columbia COUNTY

By_____ By Robert M. Hurd

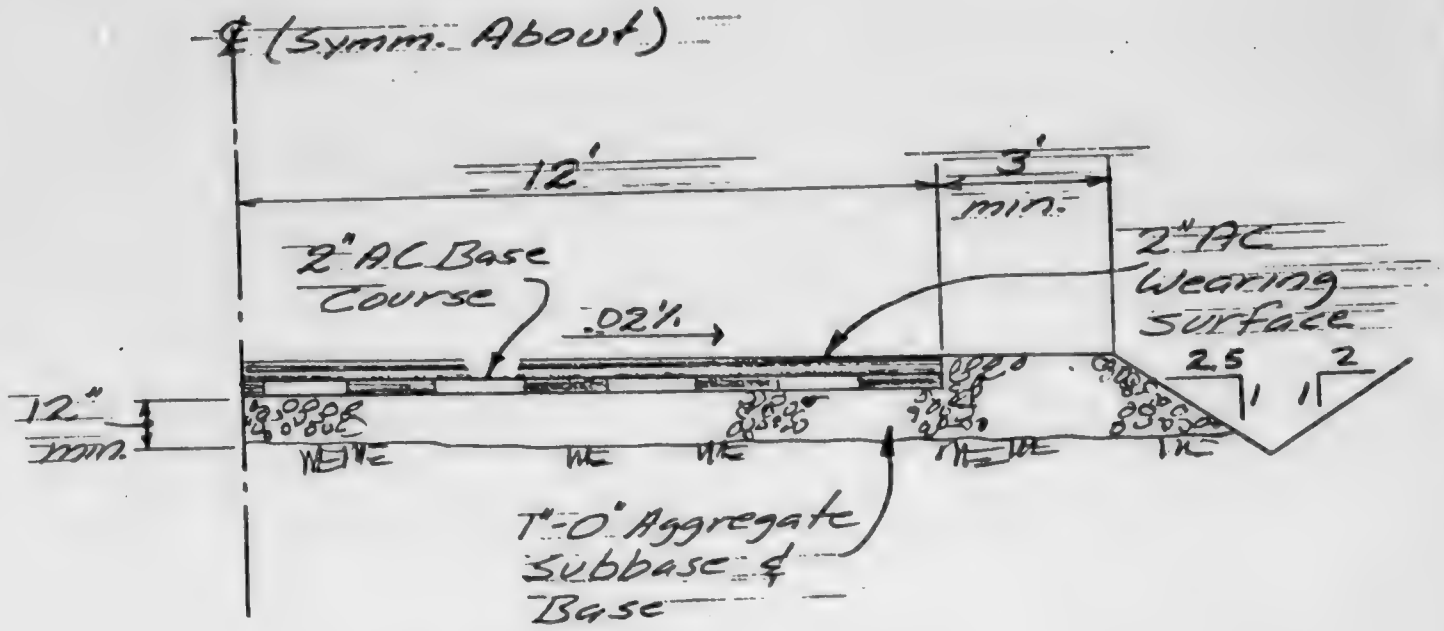
By_____ By Marvin Sahagian

By Ed Ehlbam



EXISTING ROADWAY

No Scale



NEW ROADWAY

No Scale

SCAPPOOSE CREEK BRIDGE SEC

COLUMBIA COUNTY, OREGON

1982 South Pine Ck. Br. Sec. 9422
of Pine Ck. Rd. (Structure)

C&A 7461 3-20-81

7422

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER
139302

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
5/9/84		CA 2884

NEW

CODE: HARNEYC

HARNEY COUNTY
PO BOX 1147
BURNS OR 97720

PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
	325	00			3,260.93
513-1065	296	00	000		3,260.93
513-1065	297	00	000		(3,260.93)

DESCRIPTION	TOTAL PRICE
HIGHWAY BRIDGE REPLACEMENT PROJECT S PINE CREEK (PINE CREEK ROAD) BRIDGE AGREEMENT 7461 CONTRACT 9422 BRS - B475(1)	
COUNTY'S SHARE OF PROJECT COSTS PER ATTACHED ITEMIZED STATEMENT.	3,260.93

FOLD

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
MIKE SHULTZ PH: 378-6514 FOR CORRECTNESS OF CHARGES
OR ROSALYN WICKHAM PH:378-5034 PREPARER OF INVOICE

734-1150 (7-81)

9422

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 3/14/84

COUNTY: HARNEY AGREEMENT NO: 7461 PROJECT NO: BRS-B475(1)

CONTRACT NO: 9422 SECTION: S. Pine Creek (Pine Cr. Rd.) Bridge

PRELIMINARY ENGINEERING: Prefix No. 513-1904

	PARTICIPATING	NON PARTICIPATING
Resident Engineer	$ 6,736.43	$19.35
Final Design	794.16	
Location	1,319.24	
Program Section	191.41	
Specifications (No Cost to County)	1,446.19	
Administrative Service	22.21	
Environmental Section	92.50	
Foundation Investigation	318.69	
Bridge Design (No Cost to County)	3,342.69	
	$14,263.52	$19.35
Free Bridge Design Plans & Specs	(4,788.88)	
TOTAL P.E. COST	$ 9,474.64	$19.35

CONSTRUCTION: Prefix No. 513-1065

Payment to Contractor	$77,880.61	
Interest Payment		$ 78.85
All Engineering Expense	8,583.08	2,495.26
Program Section	48.73	
Materials Testing Lab	1,708.55	
Technical Services	693.75	
Construction Section	275.52	
Region 5 Office Charges	372.47	
TOTAL CONST. COST	$89,562.70	$2,574.11

SUMMARY:

Total Participating P.E. Cost		$ 9,474.64
Total Participating Const. Cost		89,562.70
Total Federal Aid Participating Cost		$99,037.34
Less Federal Funds:		
P.E. 80%	$ 7,579.71	
Const. 80%	71,650.16	$(79,229.87)
County Share 20%		$ 19,807.47
Plus Non Participating County Cost		2,593.46
Less County Advanced Deposit:		
P.E. 4-17-81	$ (3,480.00) CK	
Const. 12-9-81	$(11,670.00) CK	
Supp. Const. 1-11-82	$ 3,990.00) CK	$(19,140.00)
BALANCE DUE FROM COUNTY	$3,260.93	

MKS:pf

9422 D 10-83 C By March 13, 1984

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE

COUNTY: HARNEY AGREEMENT NO: 7461 PROJECT NO: BRS-B475(1)

CONTRACT NO: 9422 SECTION: S. PINE CREEK (PINE CR RD.) BRIDGE

PRELIMINARY ENGINEERING: PREFIX NO 513-1904

	Participating	Non Participating
Resident Engineer	$6736.43	$19.35
Final Design	794.16	
Location	1319.24	
Program Section	191.41	
Specifications (No Cost to County)	1446.19	
Administrative Service	22.21	
Environmental Section	92.50	
Foundation Investigation	318.69	
Bridge Design (No Cost To County)	3,342.69	
	$14,263.52	$19.35
Free Bridge Design Plans & Specs	(4,788.88)	
TOTAL ~~Participating~~ P.E. Cost	$9,474.64	$19.35

Construction: Prefix No 513-1065

	Participating	Non Participating
Payment to Contractor	77,880.61	
Interest Payment		78.85
All Engineering Expense	8583.08	2495.26
[illegible]	48.73	
[illegible]	1,708.55	
[illegible]	693.75	
[illegible]	275.52	
[illegible]	372.47	
Total ~~Participating~~ Const. Cost	89,562.70	2574.11

SUMMARY

PROGRAM SECTION	48.73	
MATERIALS TESTING LAB	1,708.55	
TECHNICAL SERVICES	693.75	
CONSTRUCTION SECTION	275.52	
REGION 5 OFFICE CHARGES	372.47	
TOTAL ~~PARTICIPATING~~ CONST. COST	89,562.70	2574.11

SUMMARY

TOTAL PARTICIPATING P.E. COST	9,474.64
TOTAL PARTICIPATING CONST. COST	89,562.70
TOTAL ~~FEDERAL~~ AID PARTICIPATING COST	99,037.34

LESS FEDERAL FUNDS

P.E. 80%	7,579.71	
CONST. 80%	71,650.16	#(79,229.87)
COUNTY SHARE 20%		19,807.47
PLUS NON PARTICIPATING COUNTY COST		2593.46
LESS COUNTY ADVANCED DEPOSIT		
P.E. 4-17-81	#(3,480.00) CK	
CONST. 12-9-81	#(11,670.00) CK	
SUPP CONST. 1-11-82	#(3,990.00) CK	#(19,140.00)

BALANCE DUE FROM COUNTY #3,260.93

NOTE: A COST FOR PERSONAL LEAVE DAY WAS TRANSFERED TO ADMINISTRATION REGION 5 PREFIX #249.34. / ~~FUNCTIONS~~ 948 AND 900 ADDED TOGETHER. FUNCTION 906, 927 WERE COMBINED UNDER 927 ASK DIANE GALIDA TO MAKE CHANGES

9422 — 12-8-83 — 513-1065 513-1904

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	BRS-B475(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 3/25/81 To: 8/23/83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 14,~~532.31~~ 282.97	$ 14,263.52	80%	$11,410.82	$11,410.82	$ 0.00
92,136.71	89,562.70	80%	71,650.16 ✓	71,650.16	0.00
$106,~~669.02~~ 419.68	$103,826.22	80%	$83,060.98	$83,060.98	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

$ 249.34 Change to Preconstruction Leave Pay Transferred To Region 5 Admin Partic

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 12/8/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

_____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

a

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	South Pine Creek Bridge Pine Creek County Road Harney County					
	Preliminary Engineering Type Code P.E. State	All Required			$ 14,263.52	
	Construction Type Code X080 Structure, Bridge #16575 (Sta. 9+86 To Sta. 10+16) Formal Contract Payment Summary	Lump Sum			77,880.61	
	Construction Engineering State	All Required			11,682.09	
	Total Participating Project Cost				$103,826.22	
	Nonparticipating Project Cost State (P.E.)	All Required			268.69	
	Interest on Final Payments	All Required			78.85	
	Construction Engineering	All Required			2,495.26	
	Total Nonparticipating Project Cost				$ 2,842.80	— 249.34
	Total Project Cost				$106,669.02	
	Prepared based on Participating Costs as shown on Federal Billing as of 12/8/83.					
	AMOUNT CARRIED FORWARD					

S PINE CR(PINE CR RD) BR	CONT NO	* FA PROJ NOS BRS B475001 100						STATE
	513	1904	296	00	N 9		301.02	14,410.82CR
	513	1904	297	00	N 9			3,000.00
	513	1904	298	00	N 9		301.02CR	11,410.82

DIANE GALIDA

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — JANUARY 1984 — PAGE 751

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	513	1904	901	00	P 1			6,736.43
	513	1904	901	00	N 1			19.35
	513	1904	905	00	P 1			794.16
	513	1904	906	00	P 1			1.59
	513	1904	918	00	P 1			1,319.24
	513	1904	920	00	P 1			191.41
	513	1904	921	00	P 1		211.66CR	1,446.19
	513	1904	922	00	P 1			22.21
	513	1904	923	00	P 1		142.61CR	92.50
	513	1904	926	00	P 1			318.69
	513	1904	927	00	P 1		22.01CR	3,341.10
	~~513~~	~~1904~~	~~960~~	~~00~~	~~N 1~~			~~249.34~~ TRANSFERED TO REGION 5
			TOT		P1		376.28CR	14,263.52 OFFICE Prefix 506-950
			TOT		N1			268.69
			** JOB TOTALS **			**	376.28CR**	14,532.21 **

BUCHANAN-CRANE	CONT NO	FA PROJ NOS RS B474001 100						STATE
	513	1906	296	00	N 9		.40	314.62CR
	513	1906	298	00	N 9		.40CR	314.62
	513	1906	905	00	P 1			178.73
	513	1906	920	00	P 1			105.77
	513	1906	933	00	P 1			99.98
			TOT		P1			384.48
			** JOB TOTALS **			**	**	384.48 **

E FK HOOD RIVER BRIDGE	CONT NO	FA PROJ NOS ER 0328001 100						STATE
	514	1905	296	00	N 9			768.37CR
	514	1905	298	00	N 9			768.37
	514	1905	901	00	P 1			650.35
	514	1905	901	00	N 1			83.45
	514	1905	906	00	P 1			24.13
	514	1905	914	00	P 1			93.89
			TOT		P1			768.37
			TOT		N1			83.45
			** JOB TOTALS **			**	**	851.82 **

LAKE BRONCHO(ST LKE RD)BR	CONT NO	FA PROJ NOS BRS B435001 100						STATE

	510	1025	942	00 P 1		98.36	98.36	83	83
	510	1025	944	00 P 1		176.42	176.42	83	83
	510	1025	945	00 P 1		14.30	14.30	83	83
	510	1025	948	00 P 1	7.76	32.99	32.99	83	84
	510	1025	950	00 P 1	133.92	133.92	133.92	84	84
			TOT	P1	24,673.78	456,970.61	456,970.61		
			TOT	N1		97.33	97.33		
			** JOB TOTALS **		24,673.78 **	457,067.94 **	457,067.94 **		

S PINE CR BR CONT NO 9422 * FA PROJ NOS BRS B475001 100 STATE

513	1065	201	00 P 1			77,880.61	82	82
513	1065	206	00 N 1			78.85	82	82
513	1065	296	00 N 9		114.84	85,810.16CR	82	84
513	1065	297	00 N 9			14,160.00	82	82
513	1065	298	00 N 9		114.84CR	71,650.16	82	84
513	1065	900	00 P 1		2,441.26CR	8,342.18	82	84

+240.90 = 8583.08

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	513	1065	900	00 N 1		2,441.26	2,495.26	82	84
	513	1065	920	00 P 1			48.73	82	82
	513	1065	940	00 P 1			1,150.04	82	83
	513	1065	941	00 P 1			536.53	82	82
	513	1065	942	00 P 1			21.97	82	82
	513	1065	944	00 P 1			693.75	82	82
	513	1065	945	00 P 1		15.67	275.52	82	83
	513	1065	946	00 P 1			372.47	82	82
	513	1065	948	00 P 1		233.67	240.90 — To 100	82	84
			TOT	P1		2,191.92CR	89,562.70		
			TOT	N1		2,441.26	2,574.11		
			** JOB TOTALS **		**	249.34 **	92,136.81 **		

BUCHANNAN-CRANE SEC RS-B 474(CONT NO FA PROJ NOS RS B474001 100 STATE

513	1068	940	00 P 1			170.40	479.15	83	84
		TOT	P1			170.40	479.15		
		** JOB TOTALS **			**	170.40 **	479.15 **		

NCL-MAIN ST(ROGUE RIVER) CONT NO 9303 = FA PROJ NOS RS A368003 89 RS A368003 11 STATE

515	1025	201	00 P 1		150.00CR	374,988.91	81	83
515	1025	201	00 P 8			51,823.45	81	83
515	1025	201	00 N 1		2,825.00	7,789.54	82	84
515	1025	203	00 P 1		171.60	5,378.40CR	82	83
515	1025	203	00 N 1		2,153.40	2,153.40	83	83
515	1025	208	00 N 1			35.73CR	83	83
515	1025	208	00 N 8			4.42CR	83	83
515	1025	270	01 P 1			1,777.28	82	83
					625.60CR	445,411.60CR	81	83

PREFIX GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
324-1090 1	BROS-2403-003	49,446.00	49,157.77	49,157.77	80.00	39,326.22	39,326.22		
227-1990 1	BROS-2700-004	27,200.00			80.00				
229-1988 1	BROS-2900-004	49,360.00	45,247.43	45,247.43	80.00	36,197.94	36,197.94		
529-1987 1	BROS-2900-004				80.00				
	PROJ TOTALS	49,360.00	45,247.43	45,247.43		36,197.94	36,197.94		
230-1081 1	BROS-3000-005	90,518.00	107,283.74	107,188.45	80.00	85,750.76	85,750.76		
234-1092 1	BROS-3400-009	126,508.00	167,232.12	167,028.30	80.00	133,622.64	126,508 00	7,114.64 B	
517-1017 1	BRS -A335-003	103,708.00	135,003.02	134,863.02	80.00	107,890.42	103,708.00	4,182.42 B	
534-2543 1	BRS -A677-002	9,600.00	225.96	225.96	80.00	180.77	180.77		
034-1955 1	BRS -A677-003				80.00				
534-1953 1	BRS -A677-003	27,360.00	10,438.07	9,956.21	80.00	7,964.97	7,964.97		
	PROJ TOTALS	27,360.00	10,438.07	9,956.21		7,964.97	7,964.97		
534-1097 1	BRS -A677-004	236,828.00	128,183.34	127,270.98	80.00	101,816.78	101.816.78		
534-1001 1	BRS -A685-005	152,608.00	70,696.14	70,095.78	80.00	56,076.62	56,076.62		
534-2542 1	BRS -A685-006	9,600.00	501.68	501.68	80.00	401.34	401.34		
529-1984 1#	BRS -A722-001	34,282.10	42,852.63	42,852.63	80.00	34,282.10	34,282.10		
529-1014 1L	BRS -A722-002	328,630.00	266,288.34	266,212.61	80.00	212,970.09	266,212.61	53,242.52 L	
529-1989 1	BRS -A727-003	14,800.00	3,400.91	3,400.91	80.00	2,720.73	2,720.73		
519-1929 1#	BRS -B326-001	11,562.31	15,876.21	14,452.89	80.00	11,562.31	11,562.31		
519-1061 1	BRS -B326-002	127,364.00	156,806.28	156,806.28	80.00	125,445.02	125,445.02		
514-1907 1	BRS -B435-001	51,200.00	827.15	827.15	80.00	661.72	661.72		
513-1065 1#	BRS -B475-001	71,650.16	92,136.81	89,562.70	80.00	71,650.16	71,650.16		
513-1904 1#	BRS -B475-001	11,410.82	14,532.21	14,263.52	80.00	11,410.82	11,410.82		
	PROJ TOTALS	83,060.98	106,669.02	103,826.22		83,060.98	83,060.98		
530-1985 1	BRS -B573-002	20,800.00	2,686.63	2,686.63	80.00	2,149.30	2,149.30		
532-1054 1	BRS -B636-002	104,011.00	130,621.55	130,621.55	80.00	104,497.24	104,011.00	486.24 B	
120-2534 1	BRS -0114-005	1,600.00	932.85	932.85	80.00	746.28	746.28		

RECAPITULATION --APPROPRIATION 114

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FED. HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9422

REGION NO.	REPORT NO.	COUNTY	DIVISION
~~5~~ 10		Harney	~~10~~ Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
July 19, 1983	David J. Stitz		BRS-B475(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
April 13, 1982	August 18, 1982	99 %	89 CD
APPROVED EXTENSIONS	**LOCATION** S. Pine Creek Bridge Section of Pine Creek Road approximately 30 miles northeasterly of Burns.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Besides additional and incidental, work on this project included construction of Bridge No. 16575. The bridge is 30 feet long and 27.5 feet wide.

2. CONTRACTOR'S NAME: Weaver Construction Co.

3. CONTRACT AMOUNT: $68,380.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE (SHD OFFICIAL) E Keasey

TITLE Constr. Engr.

A final inspection of the completed work was made on June 15, 1982.

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

Info | Invest | R/D | D/R | Sign | Act | File
FOR
REFER TO
AUG 24 '83
RECEIVED
STATE HWY ENGR

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 8-15-83	TITLE Field Operations Engineer	DATE 8-22-83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9422

Highway Construction 378-6318 FILE: CON 5

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

12-6-82
October 25, 1982

O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

Request for Increase in Project Authorization
South Pine Creek Bridge Section
Pine Creek Road, Barney County
Contract No. 9422

This bridge replacement project was completed on April 13, 1982 and the final cost exceeded the project authorization by $13,404.90 or 17.1 percent.

Unanticipated subsurface conditions necessitated changes in the footing design and construction, adding slightly more than $8,200 to the project cost. The footing design changes, together with delays caused by inclement weather, and in addition to the remote location of the project resulted in an overrun of the engineering expenses amounting to just under $7,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $13,404.90. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HMP:ml

Attach.

cc: R. D. Hector
P. F. Burnett
E. I. Church
D. L. Swan ✓

12-6-82
Spoke with Burt - decided not to update adv. dep. for construction. Job was completed in April & accepted by State in Aug. We're too close to final billing to request intermediate payment from county.
KEHusley

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project South Pine Creek Bridge Date August 18, 1982

Highway Pine Creek Road Contract No. 9422

County Harney Kind of Work Structure Contractor Weaver Construction Co.

	Authorized	Estimated
Contract Amount	$68,380.00	$69,648.85
Anticipated Items		
Contingency (4½%)	3,077.10	8,231.76
Engineering	6,838.00	13,819.39 ~~13,800.00~~
Credits		91,700.00
PROJECT COST	$78,295.10	~~$91,680.61~~ 13,404.90
	NET INCREASE $	~~13,385.51~~ OR 17.1

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(U) 30101 P.A. No. 1 Struct. Conc. Adjust	$3,847.27	+ 3,847.27
(U) 30102 P.A. No. 1 Reinforcement Adjust	$1,326.64	+ 1,326.64
(U) 30201 P.A. No. 2 Transport Addit. Form Mat'l.	$1,410.00	+ 1,410.00
(U) 801 EWO No. 1 Transport & Place Found. Mat'l.	$1,647.85	+ 1,647.85
Engineering	$13,800.00	(+ 6,980.73)

Principal reasons for overruns (Continue on reverse side): P.A. No.'s 1 and 2, E.W.O. No. 1 were written to cover the work involved in a change in footing elevations and design. Engineering overrun due to delays caused by inclement weather, changes in footing design. Also inspector was on expenses part of the time that construction was in progress.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by [signature] Proj Engr ~~Resident Engineer~~ Noted by D. B. Jackmond For Construction or Bridge Engineer

Confirmed by William Lasher Regional Engineer Noted by _____ Deputy or State Highway Engineer

Doc White Harney County

9422

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.: CON

DATE: November 8, 1982

TO: Oregon Transportation Commission

AGENDA
NOV 16 1982

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
South Pine Creek Bridge Section
Pine Creek Road, Harney County
Contract No. 9422

This bridge replacement project was completed on April 13 and the final cost exceeded the project authorization by $13,404.90 or 17.1 percent.

Unanticipated subsurface conditions necessitated changes in the footing design construction, adding slightly more than $8,200 to the project cost. The footing design changes, together with delays caused by inclement weather, and in addition to the remote location of the project resulted in an overrun of the engineering expenses amounting to just under $7,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $13,404.90 to a new total of $91,700.00. This matter will be on the consent calendar for the November 16 meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
R. D. Hector
George Bell

Form 734-3123

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318 FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: October 25, 1982

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
South Pine Creek Bridge Section
Pine Creek Road, Harney County
Contract No. 9422

This bridge replacement project was completed on April 13, 1982 and the final cost exceeded the project authorization by $13,404.90 or 17.1 percent.

Unanticipated subsurface conditions necessitated changes in the footing design and construction, adding slightly more than $8,200 to the project cost. The footing design changes, together with delays caused by inclement weather, and in addition to the remote location of the project resulted in an overrun of the engineering expenses amounting to just under $7,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $13,404.90. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
P. F. Burnett
R. D. Church
D. E. Swan

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 3 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

Contains Recycled Materials

9422

September 30, 1982

United Pacific Insurance Co.
P. O. Box 7427
Boise, ID 83707

CON 5
#9422

Gentlemen or Ladies:

On August 18, 1982, we wrote to you concerning release of final payment on Contract No. 9422 awarded to Weaver Construction Company for the South Pine Creek Bridge on Pine Creek Road in Harney County.

Final payment on this contract is $1,900.00 and the total contract amount is $77,880.61 including $1,647.85 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Weaver Construction Company
P. O. Box 588
Union, OR 97883

United Pacific Insurance Co
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: C. T. Keasey
Walt Hart
Robert D. Hector

9422

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 9-74		OREGON
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County HARNEY
MODIFICATION NUMBER 2	August 12, 1982	Project Number BRS-B475(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 16 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 104,036.00	$ 111,607.00
Federal funds	$ 83,228.00	$ 89,285.00
Other revisions		

This modification is made for the following reasons: To include additional work items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of August , 19 82 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D. H. Moehring

Program Management Engineer
(Title)

By FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burnon
(Division Administrator)

FOR: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON August 9, 1982

FEDERAL AID PROJECT
NO. BRS-B475(1)

SOUTH PINE CREEK BRIDGE
PINE CREEK COUNTY ROAD
HARNEY COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.			
Preliminary Engineering		All Required	$21,900.00
TYPE CODE X080			
Structure, Bridge #16575 (Sta. 9+86 to Sta. 10+16)			
Subtotal of Previous Estimate of May 18, 1982			$71,422.85
Additional Items			
Structural Concrete Adjustment (P.A. #1)	20.61 cu. yd.	187.67	$ 3,847.26
Reinforcement Adjustment (P.A.#1)	3,482 lbs	0.381	1,326.64
Transport Additional Form Material (P.A. #2)		All Required	1,410.00
			$ 6,583.90
		Increase	6,583.90
		SUBTOTAL	$78,006.75
		Engineering	11,700.25
		TOTAL	$89,707.00

Length of Structure ---------- 0.006 mi.

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Preliminary Engineering	$21,900.00	$17,520.00	$ 800.00	$ 3,580.00
Structure	89,707.00	71,765.00	------	17,942.00
TOTAL	$111,607.00	$89,285.00	$ 800.00	$21,522.00

Group 1 - 100%
Contract No. 9422
Prefix - 513-1904
Prefix - 513-1065

4122

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: 5-198		County: Harney
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: BRS-B475(1)
MODIFICATION NUMBER: 1	5 21 82	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 16 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 100,915.00	$ 104,036.00
Federal funds	$ 80,156.00	$ 83,228.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of May , 19 82 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon May 18, 1982

Federal-Aid Project
No. BRS-B475(1)

South Pine Creek Bridge
Pine Creek County Road
Harney County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering		All Required	$ 21,900.00

Type Code X080
Structure, Bridge #16575 (Sta. 9+86 to Sta. 10+16)

Subtotal of Previous Estimate of Dec. 13, 1981			$ 68,380.00
Previous Estimate			
Structure Excav. Below Grade	20 Cu. Yd.	15.00	$ 300.00
Revised Estimate			
Structure Excav. Below Grade	93 Cu. Yd.	15.00	$ 1,395.00
Transport & Place Foundation Material		All Required	1,647.85
			$ 3,042.85
		Increase	$ 3,042.85
		SUBTOTAL	$ 71,422.85
		Engineering	10,713.15
		TOTAL	$ 82,136.00

Length of Structures ---------- 0.006 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 21,900.00	$17,520.00	$ 800.00	$ 3,580.00
Structure	82,136.00	65,708.00	------	16,428.00
TOTAL	$104,036.00	$83,228.00	$ 800.00	$20,008.00

Group 1 100%
Contract No. 9422
Prefix: 513-1904
Prefix: 513-1065

9422

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 1-127		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Harney
MODIFICATION NUMBER 1	1/12/82	Project Number BRS-B475(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 16 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 21,900.00	$ 100,195.00
Federal funds	$ 17,520.00	$ 80,156.00
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of January , 19 82 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D E Swan

Operation Programming Engineer
(Title)

XXX By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon December 30, 1981

Federal Aid Project
No. BRS-B475(1)

South Pine Creek Bridge
Pine Creek County Road
Harney County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE			
Preliminary Engineering		All Required	$ 21,900.00
Type Code X080			
Structure, Bridge #16575 (Sta. 9+86 to Sta. 10+16)			
Mobilization		All Required	5,000.00
Temporary Protection and Direction of Traffic		All Required	500.00
Temporary Signs	43 Sq. Ft.	10.00	430.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	100 Lin. Ft.	5.00	500.00
Bridge Removal Work		All Required	5,000.00
Shoring, Cribbing, Etc.		All Required	7,000.00
Structure Excavation	185 Cu. Yd.	10.00	1,850.00
Structure Excavation Below Elevations Shown	20 Cu. Yd.	15.00	300.00
Special Wall Backfill	85 Cu. Yd.	20.00	1,700.00
Structural Concrete, Class 3300(75 Cu. Yd.)		All Required	14,000.00
4'x30'/35' Prestressed Slabs	7 Each	2,500.00	17,500.00
Reinforcement (10,500 lbs.)		All Required	4,000.00
Metal Rail with Tubing	100 Lin. Ft.	40.00	4,000.00
Guard Rail, Type 2A	100 Lin. Ft.	20.00	2,000.00
Guard Rail, Type 3	100 Lin. Ft.	30.00	3,000.00
Guard Rail Anchors, Type 1	4 Each	300.00	1,200.00
Rail End Pieces, Type C	4 Each	100.00	400.00
		SUBTOTAL	$ 68,380.00
		Engineering	9,915.00
		TOTAL	$ 78,295.00

Length of Structure ---------- 0.006 mi.

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 21,900.00	$17,520.00	$ 800.00	$ 3,580.00
Structure	78,295.00	62,636.00		15,659.00
TOTAL	$100,195.00	$80,156.00	$ 800.00	$19,239.00

Group 1 100%
Contract No. 9422
Prefix: 513-1904
Prefix: 513-1065

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
5-6		OREGON
		COUNTY HARNEY
	FEDERAL-AID PROJECT AGREEMENT 4/10/81	PROJECT NO. BRS-B475(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 5.7 mi. N.E. of Buchnan

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-25-81	0.08
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 21,900.00	$ 17,520.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

~~XX~~ For: H.S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: D.E. Wilken

Date executed by Division Administrator APR 16 1981

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon April 8, 1981

Federal Aid Project
No. BRS-B475(1)

South Pine Creek (Pine Creek Road) Bridge Section
County Road in Harney County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$21,900.00
	TOTAL	$21,900.00

Length of Project --------- 0.08

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 21,900.00	$ 17,520.00	$ 800.00	$ 3,580.00
Retain in Program Status				
Contract Work	100,000.00	80,000.00	-----	20,000.00
TOTAL	$121,900.00	$ 97,520.00	$ 800.00	$ 23,580.00

Group 1-100%
Prefix 513-1904

9/82

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: South Pine Creek Bridge	WEEK ENDING: June 26, 1982
		SECTION PREFIX: 513-1065
	HIGHWAY: Pine Creek Road	COUNTY: Harney
NAME OF JOB	KIND OF WORK: Structure	
CONTRACTOR: Weaver Construction Company	CONTRACT NUMBER: 9422	FEDERAL AID PROJECT NUMBER: BRS-B475(1)
DATE OF CONTRACT: December 22, 1981	DATE WORK STARTED: January 13, 1982	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 89
PROJECT AUTHORIZATION: $ 78,295.10	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 99%
EXCLUSIVE OF ENGINEERING: $ 71,457.10	ENGINEERING AUTHORIZATION $ 6,838.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 71,457.10	ENGINEERING COST TO DATE $ 11,789.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101%
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 172 %	DATE PROJECT WAS COMPLETED: April 13, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16575							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20		0		
MONDAY 21		0		
TUESDAY 22		0		
WEDNESDAY 23		0		
THURSDAY 24		0		
FRIDAY 25		0		
SATURDAY 26		0		

K

RECEIVED
JUN 30 1982
CONSTRUCTION SECTION

CE ____ CAE ____ FOE ____ QCS ____ SCE ____ EEO ____ OM ____ CA ____ LS ____ TC ____ PE ____ CP ____

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 20	No Activity
MONDAY 21	No Activity
TUESDAY 22	No Activity
WEDNESDAY 23	No Activity
THURSDAY 24	No Activity
FRIDAY 25	No Activity
SATURDAY 26	No Activity

REMARKS

Contractor completed this project on Tuesday, April 13, 1982

SIGNED P.F. Burnett, Project Manager LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9422

December 18, 1981

ACC

Honorable Dale White
Harney County Judge
P.O. Box 1147
Burns, Oregon 97720

Dear Judge White:

On December 17, 1981 we received a satisfactory bid from and awarded the contract to Weaver Construction Co., P.O. Box 588, Union, Oregon 97883 for the South Pine Creek Bridge replacement project on Pine Creek Road in Harney County.

We anticipate the financial sharing of the project cost to be:

Contractor's Bid	$68,380.00
4 1/2% Contingencies	3,077.10
10% Engineering	6,838.00
Estimated Total Construction Cost	$78,295.10
County Share (20% of $78,295.10) =	$15,659.02 ✓
Less: County Early Deposit (Check rec'd 12-9-81)	11,670.00
BALANCE DUE FROM COUNTY	$ 3,989.02

Please submit a check in the amount $3,990, for the balance of your advance deposit.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf

bcc w/AD 994 Supplemental: Roger Lang, Region 5
Vern Skoog - Please return completed AD #994 supplemental when advance deposit is received.

9422

Section South Pine Cree Bridge #16575 Programming Estimate $ 90,000 JL

Highway Pine Creek Rd. Project Length —

County Harney Completion Time 140 CD

Kind of Work Structure Est. Comp. Date June 7, '82

Prefix 513 - 1904 Letting Date Dec. 17, '81 Project No. BRS-B475(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 78,418 00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
		$ 0

Adjust Utilities:

_____		
_____		
_____		
_____		
_____		

Subtotal	$	78,418 00
Contingencies (4-1/2%)		3,528 81
Engineering (~~8~~, ~~9~~, (10%))		7,841 80
~~Subtotal~~	$	
Credit for _____		
Estimated Net Authorization, Construction	$	89,788 61

APPROVED cc: Roger Laws 11-12-81

Road Design Engineer

Rev. 3/81

~~SUMMARY--BID SCHEDULE--COST ESTIMATE~~

OREGON STATE HIGHWAY DIVISION

Section	County	Sheet of
South Pine Creek Bridge	HARNEY	1 2

Kind of Work	Length	Date	Name
Structure	—	11-10	Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	(9%)	6,500-
2	Temporary Protection and					
	Direction of Traffic		All	All	-	1,000-
3	Temporary Signs		Sq. Ft.	~~174~~ 43	6-	258-
	~~Temporary Barricades~~		~~Each~~	~~3~~		
4	Temporary Continuous Rail Traffic					
	Barriers, Reflectorized		Lin. Ft.	100	9-	900-
	~~Temporary Delineators, Type I~~		~~Each~~	~~16~~		
	~~Flagmen~~		~~Hour~~			
	STRUCTURE					
5	Bridge Removal Work		All	All	-	3,000-
6	Shoring, Cribbing, Etc.		All	All	-	4,000-
7	Structure Excavation		Cu.Yd.	185	25-	4,625-
8	Structure Excavation Below					
	Elevations Shown		Cu.Yd.	20	40-	800-
9	Special Wall Backfill		Cu.Yd.	85	15-	1,275-
10	Structural Concrete, Class 3300 (75 C.Y. @ 300)		All	All	-	22,500-
11	4' x 30'/35' Prestressed Slabs		Each	7	2,500-	17,500-
12	Reinforcement (10,500 lbs @ 0.52)		All	All	-	5,460-
13	Metal Rail with Tubing		Lin. Ft.	100	50-	5,000-
				Struct.	SubT.	64,160-

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section	County	Sheet of
South Pine Creek Bridge	HARNEY	2 2

Kind of Work	Length	Date	Name
Structure.	~	11-10	Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
14	Guard Rail, Type 2A		Lin. Ft.	100	12⁻	1,200⁻
15	Guard Rail, Type 3		Lin. Ft.	100	30⁻	3,000⁻
16	Guard Rail Anchors, Type 1		Each	4	275⁻	1,100⁻
17	Rail End Pieces, Type C		Each	4	75⁻	300⁻

9422

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-2-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRS-B475(1)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Harney

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10127

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/23/81

8. FEDERAL ROUTE NUMBER: Secondary B475

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

South Pine Creek (Pine Creek Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Correction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* See below

13. REMARKS

My PR-1240 dated 11/23/81 for the subject project is corrected to read as follows:

TEC $90,000
F.F $72,000

RECEIVED
TATE HWY ENGR
DEC 4 '81
REFER TO
Moehring
FOR
Info | Invest | R/D | D R | Sign | Act | File

orig
12/4

14. DATE: 12/2/81

15. SIGNATURE OF APPROVING OFFICIAL: R. K. Hoover

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9422

November 25, 1981

ACC

Honorable Dale White
Harney County Judge
P.O. Box 1147
Burns, Oregon 97720

Dear Judge White:

We have advertised the South Pine Creek Bridge on Pine Creek Road for bid letting on December 17, 1981. In order to allow the contractor sufficient time to complete the work prior to the Spring runoff, we must award the contract as soon as possible after bid opening.

To expedite award of the contract, we propose to accept the County's advance deposit prior to bid opening, based on 65% of our Engineer's Estimate of project cost:

Estimated Construction Cost		$89,787
65% of $89,787	=	58,362
COUNTY EARLY DEPOSIT: 20% of $58,362	=	$11,670 (rounded)

If this proposal is acceptable, please submit your advance deposit in the amount of $11,670, prior to December 17, 1981. We will request the balance of your advance deposit after the bid opening. If the low bid exceeds our Engineer's Estimate, we will request your approval prior to awarding the contract.

On the attached sheet we have described three methods of advance deposit. Please use the method you prefer.

Very truly yours,

Rec'd check 12-9-81

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 994: Roger Lang, Region 5
Vern Skoog - Please return completed AD # 994 when advance deposit is received.

9422

11-25-81

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRS-B475(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10127

2A. COUNTY NAME: Harney

6. TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11-23-81

8. FEDERAL ROUTE NUMBER: Secondary B475

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

South Pine Creek (Pine Creek Rd.) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [x] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 11-20-81, you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $100,000 - Federal funds $80,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 11-18-81 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
NOV 27 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11/27 cy

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11-23-81	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9422

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 16, 1981 PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 10127
Project No. BRS-B475(1)
S. Pine Creek (Pine Cr. Rd.) Bridge Sec.
Harney County

It is the Oregon State Highway Division's present intention to receive bids for this project on December 17, 1981.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $90,000 with an obligation of $72,000 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

JLG:bkc

cc: H. Reynoldson
Lou Olson
General Files

Form 734-3122

9422

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRS-475(1)
South Pine Creek, Bridge #16575
Harney County

Date: November 9, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

We have received Mr. Hart's letter of November 3, 1981, signed by Mr. Wallace, citing the reasons for selecting a bridge instead of pipe arch culvert. Since the variation in cost is very little, and the County's on-site maintenance concern of a pipe is reasonable, we will concur in the structure.

Please proceed with the project.

For Dale E. Wilken

cc:
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
NOV 10 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9422

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
16575

In Reply Refer to
File No.:

November 3, 1981

TO: Mr. Dale Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart
Bridge Engineer
ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Assistant Bridge Engineer

E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
NOV 4 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Dpt | File

SUBJECT: South Pine Creek Bridge 16575
South Pine Creek Road
Harney County

Please refer to your letter of October 14, 1981. It requested comparative cost estimates for a bridge and a pipe arch. Our preliminary cost estimates are $82,000 for a bridge and $75,000 for a 14'-11" x 8'-9" pipe arch culvert.

The bridge alternate was selected for the following reasons:

1. The County's on-site maintenance experience was a basis for their strong feeling that a culvert would be unsatisfactory.

2. The culvert alternate requires a channel change and additional R/W.

3. Acquisition of R/W will delay letting of the project. It is almost mandatory that the new installation be completed prior to the early spring runoff. There is a good possibility that the existing small culvert-roadway fill detour will be washed out if the project is not completed in the shortest possible time.

4. The replacement cost of a wash-out of the existing detour would equal or exceed the cost differential referred to above. In addition, loss of the existing detour would cause considerable inconvenience to local residents.

Form 734-3122

5. The bridge will better accommodate any occasional flash flood.

Based on the above discussion we request your approval of the Bridge Alternate.

LLW:smd

~~cc E. S.~~ Hunter
D. H. Moehring
W. E. Schwartz
Barry Hatcher, Res. Eng.

10/21/81 Bid Opened 1 to Br. Sec.

APPROVED BY

COUNTY OF Harney

Dale White

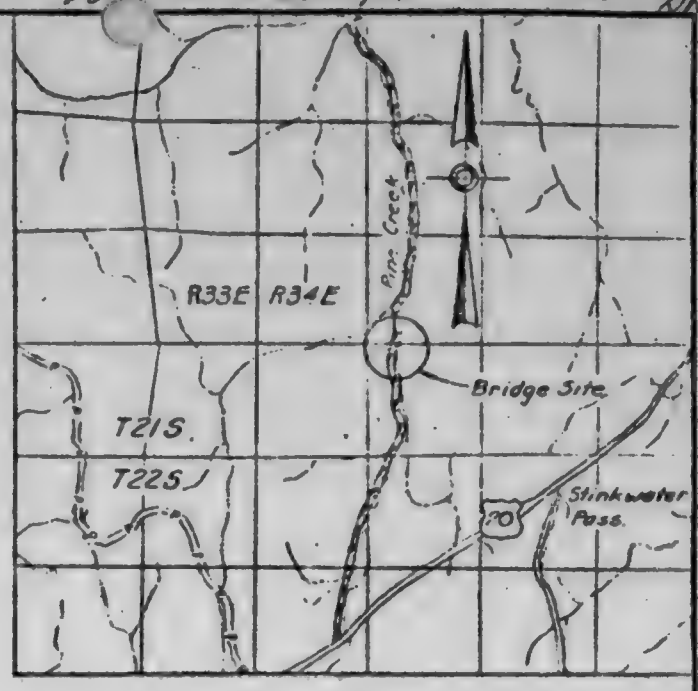
JUDGE OR CHAIRMAN

COMMISSIONER

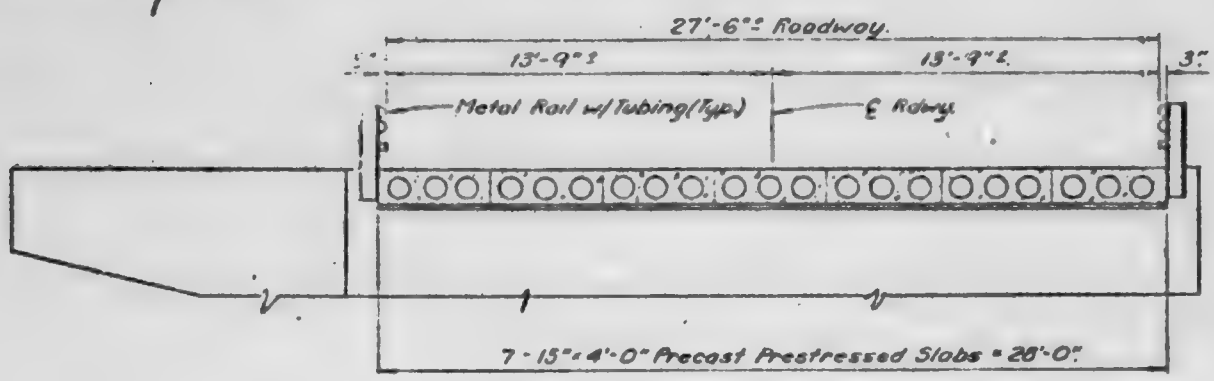
Jerry R. Intlo

COMMISSIONER

DATE 10/19/81



VICINITY MAP
No Scale



TYPICAL SECTION
Scale: 1/2" = 1'-0"

APPROVED: P.E.	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
STRUCTURAL DESIGN ENGINEER P.E.	SOUTH PINE CREEK BRIDGE
TECHNICAL SERVICES ENGINEER	PINE CREEK RD ~ HARNEY COUNTY
DESIGNED G. Abernathy DRAWN C. Wallen CHECKED REVIEWED REVIEWED CALC BOOK	PRELIMINARY PLAN AND ELEVATION
DATE / REVISION	ACCOMPANIED BY DWGS
	DATE September 17, 1981 — SHEET 1 OF 1 BRIDGE NO. 16575 — DRAWING NO. 36224

9422

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRS-475(1)
South Pine Creek Bridge (No. 16575)
South Pine Creek Road, Harney County

Date: October 14, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

We have reviewed Mr. Thompson's submittal of October 7, 1981, to Mr. Schwartz for a bridge on South Pine Creek on South Pine Creek Road in Harney County. The hydraulic reports recommend a pipe arch and we did not receive information supporting the change to a structure.

Please furnish us with an estimate of costs for a bridge and a pipe arch. Also, we would appreciate the reasons you selected a bridge over a pipe. It appears to us that an adequately installed pipe with an adjustment for stream alignment should resolve the roadway flooding condition experienced with the old bridge installation.

For Dale E. Wilken

RECEIVED
STATE HWY ENGR
OCT 15 '81
REFER TO
Hart
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9422

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Region V Engineer

ATTN:
Roger Lang

DATE: October 7, 1981

DES 23
16575

FROM: ORIGINAL SIGNED
L. L. WALLACE
for T. G. Thompson
Supervising Structural Design Engineer

SUBJECT:
South Pine Creek Bridge
South Pine Creek Bridge Section
Pine Creek Road
Harney County
BR 16575

Attached are four reduced prints of Drawings 36224 and 36205 which are the preliminary plan and elevation and vicinity map for the subject structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

	By County
Roadwork	$64,700
Structure	
Engineering and Contingencies	14,000
TOTAL	$81,000

Please use these prints to obtain the approval of Harney County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project on November 19, 1981.

GDA:jrb

Attachments

cc: H. A. Schell, FHWA, /w/ 1 set and 2 sets Foundation Report and Hydraulic Report
Engineering /w/ 1 set
Project Management /w/ 1 set
Environmental (M. Banks) /w/ 1 set

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
OCT 7 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Contains Recycled Materials
81-125-1387

9132

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 513

Attention: Right-of-way Section

Subject: Federal Aid Project No. BRS-B475(1) Prefix 513-1904

Project Name South Pine Creek Bridge HBR-C
Pine Creek Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

F.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Harney, Oregon, this 2 day of Sept, 19 87

County of Harney

Dale White
County Judge/Chairman

Gene Dunn
Commissioner

Jack S. Inlist
Commissioner

Certified By:

Regional Right-of-Way Supervisor
Date 9-14-87

Instructions: Complete A or B and C.
R/W File No.

KEH

7422

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTER-OFFICE MEMO
LOC 8

TO: FILE

DATE: August 25, 1981

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: South Pine Creek Bridge HBR-C
Pine Creek Road (FAS B475)
Harney County

The proposed project will replace an existing 27-foot long, two-span timber structure. The replacement structure will be placed on the same alignment as the existing structure.

HYDROLOGY

South Pine Creek is a south-north tributary of Pine Creek and drains an area of approximately 4.6 square miles above the project site. Since no stream gage data is available for South Pine Creek, the recurrence interval vs. peak discharge relationship listed below was determined from the Malhaur River Basin chart contained in the OSHD Hydraulics Manual.

Recurrence Interval	Peak Discharge
500-year	900 cfs
100-year	520 cfs
50-year	410 cfs
25-year	300 cfs
10-year	200 cfs
5-year	130 cfs

According to Kerry Landers, the County Roadmaster, water has overtopped the roadway north of the bridge twice in the last 30 years. The roadway overflow occurred when a snowpack of 18 to 24 inches accompanied by warm rains suddenly melted. The roadway overflow occurred because the flood-waters would fail to turn the corner and pass through the bridge. Instead the water would ride up over the bank and down the northeast side of the roadway several hundred feet before overtopping the roadway. The peak flows usually occur during the spring months with the lowest flows or no flow occurring during late summer and early autumn.

There is no regulatory floodway established at this location.

Contains Recycled Materials
91-125-1397

HYDRAULIC DESIGN

The 25-year flood of 300 cfs was chosen as the design flood with an estimated natural highwater of 992.7 feet. During the 100-year flood of 520 cfs, the estimated natural highwater elevation is 993.3 feet.

The existing structure which provides a gross waterway area of 140 square feet normal to the creek was analyzed and found to create a neglible amount of backwater during the 25-year, 100-year and 500-year floods. The roadway overflow is not caused by backwater from the bridge, but is caused by the poor alignment of the bridge with respect to the creek.

Table 1 summarizes the highwater elevations and backwater created by the alternates analyzed. It is suggested that the replacement structure be skewed 45 degrees and also shifted back on line as shown on the attached sketch. Moving the structure back on line will require a slight channel realignment at the outlet. For the pipe alternates, it is suggested the inlet have a headwall (possibly gabion) with wingwalls.

It is intended that the northeast wingwall on all of the alternates act as a barrier to prevent the water from riding up over the stream bank and then across the roadway. The top of the wingwall should maintain an elevation of 996.0 feet.

A headwall would not be required at the outlet. Although the final decision as to the structure type will be made by the county, it is felt that the 14'-1" x 8'-9" pipe-arch would be the best choice.

RIPRAP

No riprap protection will be required with headwalls on the structures. If there is no headwall on the outlet, then it is suggested that the embankment slopes be protected with a 12-inch blanket of Class 50 loose riprap for a distance of 10 feet either side of the pipe. The bridge alternate will require no riprap protection.

DWB:ge
Attachment

cc Frank Terpin w/attachment
Walt Hart "
Jack Davis "
Lyle Watson "
Don Harwell "
W. E. Schwartz "
Herb Schell, FHWA "

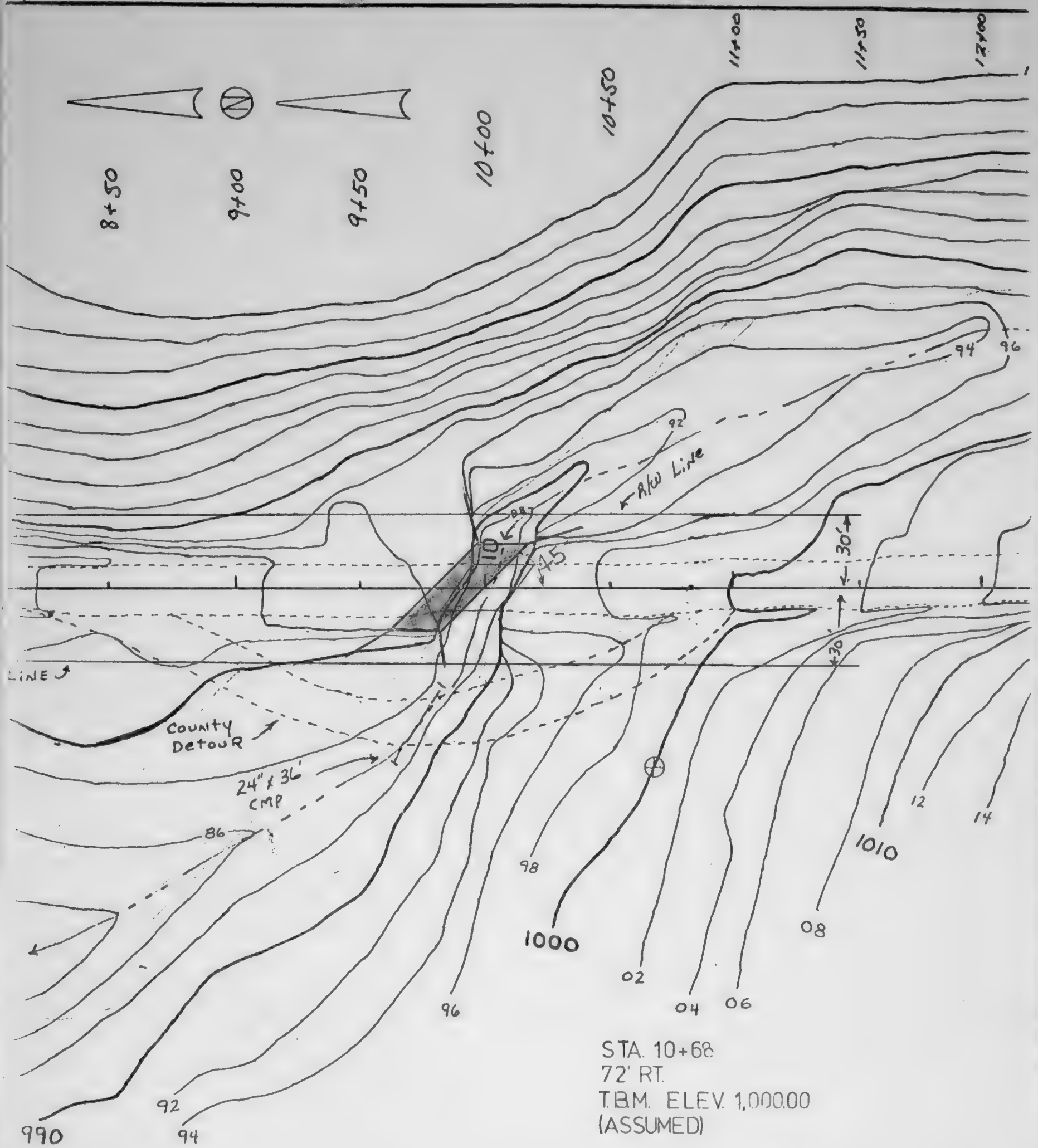
PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
SEP 1 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG.

TABLE 1

STRUCTURE TYPE	25-YEAR FLOOD		100-YEAR FLOOD	
	H.W. ELEV.	BACKWATER	H.W. ELEV.	BACKWATER
Existing Structure	992.7	0	993.3	0
14'1" x 8'9" Multiplate pipe-arch	992.7	0	994.6	1.3
Double 7'-8" x 5'-5" CMP pipe-arch	992.7	0	994.6	1.3
Double 7'-6" dia. CMP	992.8	0.1	994.6	1.3
Bridge with 10-foot Channel Bottom normal to Stream and Vertical Abutments	993.3	0.6	994.6	1.3

The above highwater elevations include the backwater created by the structure.

8/25/81


SOUTH PINE CREEK
8+50
9+00
9+50
10+00
10+50
11+00
11+50
12+00
A/W Line
30'
45'
County Detour
24" x 36' CMP
LINE
86
88
90
92
94
96
98
1000
02
04
06
08
1010
12
14
STA. 10+68
72' RT.
T.B.M. ELEV. 1,000.00
(ASSUMED)

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	MAXIMUM EXPECTED FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	300	520	900	—
Frequency — yrs.	25	100	500	—
H.W. Elevation ft. / Natural Channel m.	992.7	993.3	994.4	—
H.W. Elevation ft. / Channel Change m.	—	—	—	—
Average Velocity fps / mps	6.3±	7.2±	9.3±	—
Headwater Elevation ft. / m.	992.7	994.6	997.9	—
Tailwater Elevation ft. / m.	—	—	—	—

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 14'-1" x 8'-9" multiplate pipe-arch alternate

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

South Pine Creek Bridge
Pine Creek Road (FAS B475)
Harney County

COMPILED BY:	DATE:
Dave Bryson	August 31, 1981

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	ROADWAY OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	300	520	745	—
Frequency — yrs.	25	100	285	—
H.W. Elevation ft. / Natural Channel m.	992.7	993.3	994.0	—
H.W. Elevation ft. / Channel Change m.	—	—	—	—
Average Velocity fps / mps	5.6±	8.7±	11.3±	—
Headwater Elevation ft. / m.	992.7	994.6	998.0	—
Tailwater Elevation ft. / m.	—	—	—	—

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Double 7'-8" x 5'-5" CMP pipe-arch

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

South Pine Creek Bridge
Pine Creek Road (FAS B475)
Harney County

COMPILED BY:	DATE:
Dave Bryson	August 31, 1981

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	MAXIMUM EXPECTED FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	300	520	900	—
Frequency — yrs.	25	100	500	—
H.W. Elevation ft. / Natural Channel m.	992.7	993.3	994.4	—
H.W. Elevation ft. / Channel Change m.	—	—	—	—
Average Velocity fps / mps	6.3±	6.9±	10.2±	—
Headwater Elevation ft. / m.	992.3	994.6	997.7	—
Tailwater Elevation ft. / m.	—	—	—	—

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Double 7'-6" diameter CMP

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

South Pine Creek Bridge
Pine Creek Road (FAS B475)
Harney County

COMPILED BY: Dave Bryson

DATE: August 31, 1981

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	ROADWAY OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	300	520	870	—
Frequency — yrs.	25	100	455	—
H.W. Elevation ft. / Natural Channel m.	992.7	993.3	994.3	—
H.W. Elevation ft. / Channel Change m.	—	—	—	—
Average Velocity fps / mps	7.3±	8.3±	11.3±	—
Headwater Elevation ft. / m.	993.3	994.6	998.0	—
Tailwater Elevation ft. / m.	—	—	—	—

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Bridge alternate

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

South Pine Creek Bridge
Pine Creek Road (FAS B475)
Harney County

COMPILED BY:	DATE:
Dave Bryson	August 31, 1981

1422

Harney Co 11

County Court for Harney County

P.O. Box 1147
BURNS, OREGON 97720

August 11, 1981

RE RCE RCE RCE RFA

AUG 13 19

RECEIVED
REGION 5 OFFICE

So. Pine Cr. (Pine Cr. Rd) Br.
FAS B475
BRS - B475(1)
Harney County

Mr. Roger C. Lang
Region 5, Federal Aid Engineer
P. O. Box 850
La Grande, Oregon 97850

Re: South Pine Creek Bridge

Dear Roger:

Enclosed is a letter of authorization from the Burns District of the Bureau of Land Management for use of the South Pine Creek bridge road detour for the time required for construction of the new bridge.

Sincerely,

Dale

Dale White
Harney County Judge

DW:ed

Enclosure

cy Lyle Watson
Harold Brainard
Barry Hatcher

Verstoeg
1 Anderson FW
Christensen
Olson
Sullivan
Terpin
RECEIVED
AUG 17 1981
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up /
Action

REFERRED TO
2 Beard MCB Stoudenmeyer
Cole Mann
Eriksen 1 Hansen AH
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Burns District Office
74 South Alvord, Burns, OR 97720

IN REPLY REFER TO

1785

AUG 05 1981

Judge Dale White
Harney County Court
450 N. Buena Vista
Burns, OR 97720

Dear Judge White:

This is your formal authorization to use the South Pine Creek Bridge road detour during the period needed to replace the South Pine Creek Bridge. The approved detour location is the same detour route that was used when the existing bridge was put in place.

If we can be of further assistance in this matter, please don't hesitate to contact us.

Sincerely yours,

Joan R. Thompson

for Joshua L. Warburton
District Manager

9422

South Pine Creek Bridge
Pine Creek Road (FAS B-475)

Harney County
June, 1981

LOCATION NARRATIVE REPORT

General

This proposed project consists of replacing a 30 year old timber bridge on a county road approximately 30 miles northeasterly of Burns. Some riprap and guard rail will also be required.

South Pine Creek, at this point, does not drain too large of an area, but when the Spring runoff occurs, most of the water comes all at once. In the late Summer and Fall, it very nearly dries up completely. In the past 30 years, high water has twice left the channel at the bridge site and ran down and over the road north of the bridge site.

Enlarging the area under the structure by raising the clearance by two feet and eliminating the center bent, making a clear span, should make the bridge capable of carrying the water in most any case. Improving the skew angle may be possible and constructing wing walls to direct and channel the flow will also assist in the passage of water.

Traffic volume is light on this road, but there is a good percentage of trucks, including heavy loads of logs at times.
Current ADT is 40.

Typical Section

County forces are currently engaged in widening and upgrading this section of Pine Creek Road and when finished, it will have a 28 foot travel surface. This is the same width as proposed for the new structure.

The County does <u>not</u> desire to have an A.C. wearing surface placed on the deck of the bridge under this contract as their future plans include paving this road at which time they will pave over the structure.

Right-Of-Way

The County has a 60 foot R/W through the adjacent B.L.M. land. This should be wide enough to accommodate the work. A statement from the B.L.M. acknowledging this will be acquired by the County and submitted by this office as soon as received.

An archeological assessment has been made along the entire route under construction and the area has been cleared for work as far as they are concerned. A copy of the report will be forwarded under separate cover.

Utilities

There will be no conflict with utilities as none exist in the vicinity.

Material Sources

The bridge is close enough to Burns for concrete to be hauled in by a commercial supplier. There are currently 3 outlets in town.

If riprap is required, a multitude of good quality material is located in the nearby vicinity; a by-product of the grading work the county forces have been doing. It is in the class 700 or larger size, which is what should be required. It is stockpiled within the R/W and would be available to the contractor at no cost.

Structure

No test holes were bored at the site, but solid rock is evident in the channel bottom and all around the immediate vicinity and surrounding area.

The structure can sit on footings keyed into solid rock with vertical abutment walls. It should be a simple span of 30 feet. The wing wall on the N.E. corner should extend out far enough to tie into the solid rock channel bank. The superstructure can be standard 15" prestressed slabs. Standard bolt-on rail with tubing should be included.

An investigation was made before the full-blown survey to see if a culvert would carry the peak flow. In order to get the same opening as the 27 foot existing bridge, there would not have been enough cover for an arch or multiplate culvert. The County did not want to decrease the area of the opening and opted for a bridge after weighing all the facts and figures.

Grading and Backfill

County forces will do the grading for the approaches, but would like the contractor to backfill the abutments for a short distance outside the walls to a point that they can work their heavy equipment without damaging anything. County forces will also remove the detour and culvert.

Guard Rail

Guard rail will be required at all four corners of the new bridge. It should consist of 25 feet of Type 3 and 25 feet of Type 2A, with Type 1 anchors and Type C end pieces for each run.

Traffic Control

County forces have installed a 24" culvert and constructed a detour downstream from the existing bridge. This is presently carrying the County's construction equipment and other heavy loads that exceed the posted limit of 20,000 lbs. on the old bridge. The detour can be used during construction of the new bridge. The 24" culvert will be adequate if the new bridge construction is completed before next Spring's runoff.

Standard sighing and barricades for this type situation can be used. Battery-powered amber flashers will have to be used as no 120 volt power source is available in the area.

No flagging should be necessary except possibly when equipment or Materials are delivered and this would only be for a brief period. No separate item for it should be warranted with such light volume of traffic. It could be incidental to the other work and performed by the other workers.

Miscellaneous

The best time of year to construct this bridge would be late Summer or early Fall when the creek is dry or almost so. Harney County wishes to expedite the project as their road construction crew is currently working in the area and could coordinate their work with the contractor.

No problems with getting permits from the Fish Commission or Division of State Lands is anticipated as Pine Creek is an intermittent stream at the point in question.

Several photographs are available of the proposed bridge site and topographical features in the immediate vicinity. Some are being submitted with the Location Data and some are presently in the Bridge Section in Salem.

Total cost of the project is estimated at slightly over $80,000.

B. N. Hatcher

B. N. Hatcher
Resident Engineer
July 17, 1981

cc: Harney County

OFFICE: STATE HIGHWAY DIVISION

ESTIMATE: SUBJECT AND COST ESTIMATE — Sheet 1 of 1

Name: South Pine Creek Bridge — Unit: (FAS B475) Pine Cr. Rd.

Highway: Pine Creek Rd. (FAS B475) — County: HARNEY — Prefix: 513-1904

Length: — Designer: — Draftsman: — Date: 7/16/81

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST
Mobilization 10%	Lump Sum	ALL	5955.60	5955.60
Temp. Prot. & Direct. Traffic 2%	Lump Sum	ALL	1191.12	1191.12
Temp. Signs	Sq. Ft.	50.0	7.00	350.00
Temp. Const. Rail Traffic Barr., Refl.	Lin. Ft.	50.0	10.00	500.00
Structure				
Bridge Removal Work	ALL	ALL	2106.00	2106.00
Shoring & Cribbing	ALL	ALL	750.00	750.00
Structure Excavation	Cu. Yd.	200	14.00	2800.00
Structural Concrete CL. 3300	ALL	ALL	250.00	22,500.00
4' x 30' (15") Prestressed Slabs	Each	7	1900.00	13,300.00
Reinforcement	ALL	ALL	0.[illegible]	6,050.00
Guard Rail Type 2A	Lin. Ft.	100	15.00	1500.00
" " Type 3	Lin. Ft.	100	30.00	3000.00
Guard Rail Anchors Type-1	Each	4	300.00	1200.00
Rail End Pcs. Type-C	Each	4	100.00	400.00
Metal Rail w/Tubing	Lin. Ft.	60	60.00	3,600.00
Base for Loose Rip-Rap	Cu. Yd.	100	15.00	1500.00
Engineering & Contingencies				13,340.54
			TOTAL	80,043.26

9422

April 8, 1981

ACC

Honorable Dale White
Harney County
P.O. Box 1147
Burns, Oregon 97720

Dear Judge White:

We have received Federal Highway Administration approval for the preliminary engineering phase of the South Pine Creek Bridge Section of Pine Creek Road in Harney County.

As described in Agreement No. 7461, the County share of the preliminary engineering costs is:

Estimated Total Cost P.E.	$21,400.00
Less Free Bridge Design (ORS 369.210)	-4,000.00
SUBTOTAL	$17,400.00
COUNTY SHARE 20% of $17,400.00 =	$ 3,480.00

Please submit your preliminary engineering advance deposit of $3,480.00. On the attached sheet we have described three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWANSON
Operation Programming Engineer

KH:of
Attachment

bcc w/AD # 888: Roger Lang, Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD # 888 when advance deposit is received.

9422 3-25-81 CON-17-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO. BRS-475(1)

2. STATE PROJECT NO. See below

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10127

2A. COUNTY NAME
Harney

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
3/25/81

8. FEDERAL ROUTE NUMBER
Secondary B475

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
South Pine Creek (Pine Creek Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage at a TEC of $21,900 - F.F. $17,520.
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 3/13/81.

RECEIVED
STATE HWY ENGR
APR 6 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | | |

14. DATE
3/25/81

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hoesner

16. TITLE
Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9122

2.

March 20, 1981

Harney County Court
Courthouse
Burns, OR 97720

AGR

Attention: Avel Diaz
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7441

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the South Pine Creek (Pine Creek Road) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

9422

FAS B475 N

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

3-17-81

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: South Pine Creek (Pine Creek Road) ~~Section~~ Bridge

HIGHWAY NAME: Pine Creek Road

HIGHWAY NUMBER: B 475

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
5	14	Harney	

LENGTH: 0 1/2 mi. +

MILEPOST NUMBER: TO

[XX] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: Harney County

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [XX] OTHER HBR (on-system)

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [X] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Construct reinforced prestressed concrete slab span structure with bolt on rail, pave bridge deck surface OR install arch type structure plate culvert pipe, grade and rock surface.

NOTE: If bridge is constructed, no grading is anticipated. County is presently realigning, grading and rock surfacing this section.

1 Verstoeg ✓
Anderson
3 Christensen W
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
MAR 39 1981
ROAD DESIGN SECTION

Do Not File [ ]
Return To
Bring Up
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
40	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
*35	AASHTO	[ ] LIGHT [ ] MEDIUM [ ] HEAVY

Alignment is good but road has gravel surface, alignment being constructed probably will allow traffic speeds of 50-55.

REFERRED TO

Board Stoudenmeyer
Cole / Mann NEM
Erikson Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

APPROVED
Frank E. Terpin
Location Engineer
Date 3/17/81

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 14	2 - 14
SHOULDERS	(TOP SURFACE IS GRAVEL)	
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS	none	none
INTERCHANGES	none	none
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☐	☒
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream S. Pine Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☐	☒
Const. Easement Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☐	☒
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment	X		
Statewide Assessment		X	
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing _____		X	
Borrow Source			X
Material Source			X
Utilities		X	
Type _____			

	YES	NO	MAYBE
Hydraulics Study	X		
Soils Investigation	X		
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available			X
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review With County	X		

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		XX	
RIGHT-OF-WAY Construction ~~Estimate~~ Easement		XX	
CONSTRUCTION ENGINEERING		XX	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT		N/A
CORRIDOR APPROVAL		N/A
FIELD SURVEY		0.5
PRELIMINARY DESIGN		N/A
DESIGN APPROVAL/FINAL EIS		N/A
RIGHT-OF-WAY DESCRIPTIONS		1
RIGHT-OF-WAY ~~ACQUISITION~~ Easement		1
P.S. & E. DOCUMENTS		4

RECOMMENDED CONSTRUCTION DATE — Fall 1981 (Region) — (Salem)

6 - SUGGESTED BASE DESIGN

M	NEW WORK	OVER EXISTING
If structure is constructed, base design will be N/A. If arch type structure plate is used, see typical section.		

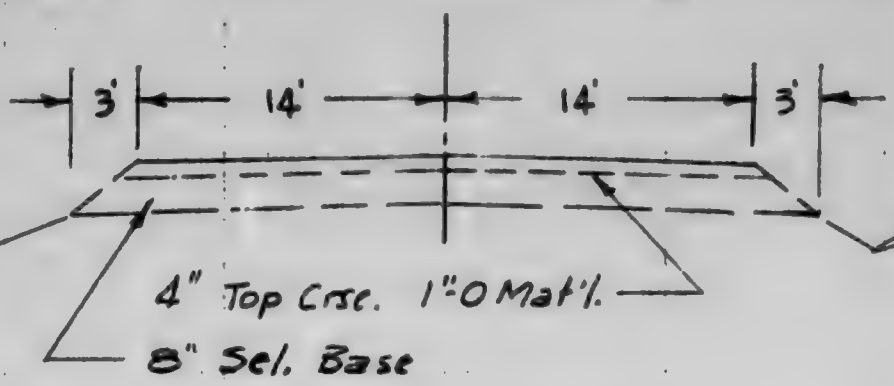
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$17,350	21.400
RIGHT OF WAY anticipate donation construction easement.		
TRAFFIC CONTROL (included in bridge estimate)		
ILLUMINATION		
STRUCTURES 28' x 45'	61,000	65.000
RAILROAD		
ROADWAY	6,000	6,000
OTHER		
ENGINEERING & CONTINGENCIES	24,000	26.000
PROJECT TOTAL	108,350	118.400

SUBMITTED BY Roger C. Lang, Federal Aid Engineer



TYPICAL SECTION

PROPOSED PROJECT

Buchanan

Kimball Flat

House Butte

Buck Butte

Elephant Butte

Thompson Mtn

Oard Flat

Craft Peak

Tom

Dewey

Stinkingwater Pass

Bardgett Mtn.

Coleman

Warm Spring Creek

Muddy Creek

Little Muddy Creek

Miller Draw

Dry Creek

Stinkingwater Creek

Van Deveer Reservoir

North Breede Reservoir

Breede Reservoir

Stallard Reservoir

Conolden Res.

Ribrock Res.

Pine Creek School

Pine Creek Ranch

Crown Ranch

Ryckman Ranch

Buchanan Springs Safety Rest Area

Great Basin Historical Marker

Old District Ranch

Temple Res.

Miller Res.

Halfway Spr.

Elk Spr.

Poer Res.

Thompson Spr.

Morgan Spr.

Renfro Spr.

Marsh Spr.

Bite Res.

Hollock Ranch

Mee Green Spr.

Cabin Spr.

Temple Spr.

Pine Spr.

Miller Spr.

Rimrock Spr.

Broken Pipe Spr.

Willow Spr.

Cattle Ranch

Match Line

Sheet 6

R33E

R34E

R35E

46.1

9422 C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 12, 1981

PRO 6-2

TO: E.J. Valach
Acting Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10127
Project No. BRS-B475(1)
S. Pine Creek (Pine Cr. Rd.) Bridge Section
Harney County

Enclosed is data for the subject project.

I hereby request the following:

Authorization to proceed with preliminary engineering all phases, including archeological salvage at an estimated total cost of $21,900 with an obligation of $17,520 in federal funds.

Funds for this project are available from obligations released on other projects by final voucher submissions or other actions.

CL:bkc
Enc.

cc: W. Schwartz (Region 5)
H. Reynoldson

Form 734-3122

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

3-12-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65: Co. Rd. Approx. 5.7 mi. N.E. of Buchanan	ADT	PRESENT: DHV-10 40	FUTURE (66): -----	YEAR (70)(71)(72): ---	REGION: 10	STATE NAME: Oregon					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62: P.E., One Bridge	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER: PREFIX LETTER(S) 14 23: BRS-	NUMBER 7: B475			
CARD 4	CLASS OF FEDERAL FUNDS: Bridge Replacement	NAME OF URBAN AREA 17-31: ----	COUNTY NAME: Harney	ROUTE NO. S	FEDERAL-AID: B475 (32)	STATE: Co. Rd. (36)(37)							

CARD 5	LINE NO. (14-15)	CHANGE CODE (18)	PROJECT CODE 41	WORK: CLASS 42	WORK: TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS 80% (67)(76)	STATE FUNDS	OTHER FUNDS
1									ESTIMATED PROJECT COST BY PHASES			
5					PE		"S. Pine Creek (Pine Co. Rd.) Bridge Section"	0.08	21,900	17,520	800	3,580
5					ROW							
5					CONST (CODE) X080			0.08	100,000	80,000	---	20,000
							PROJECT TOTALS	0.08	121,900	97,520	800	20,000

(16) (23)(24) (33) REMARKS

CARD 1	CODE 1	PREPARED BY	CL
1	14	PROGRAM APPROVAL DATES	10-1-80

Budget Bureau No. 41-R2067; Approval Expires February 28,

FORM PR-1 (REV. 4-61)

3-12-81

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd. Approx. 5.7 mi. N.E. of Buchanan	ADT	DHV-10 40	-----	---	10	Oregon	41	114	10127

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
								BRS-	B475	(1)		

Bridge Replacement

COUNTY NAME: Harney — CODE: 025

ROUTE NO. S | FEDERAL-AID: B475 | STATE: Co. Rd. | U.S.: ---

PROGRAM STAGE: ___ 1 OR ___ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E			0.08	21,900	17,520	800	3,580 (Co.)	
OW								
NST ODE) 080		"S. Pine Creek (Pine Co. Rd.) Bridge Section"	0.08	100,000	80,000	---	20,000 (Co.)	ROW - 80' normal; Access Control-none; Parking Restrictions: none.
CL	PROJECT TOTALS		0.08	121,900	97,520	800	20,000 (Co.)	

OVAL DATES: 10-1-80

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P71

S. Pine Creek (Pine Cr. Rd.) Bridge Section
Project No. BRS-B475(1)

Existing Facility: 24 foot timber structure (#25B25) with width of 20 feet. Posted for 10 ton load limit.

Adjacent Section: Roadway being graded and surfaced by County to 28 foot gravel surface.

Project Data: Work consists of the following:

1) Preliminary engineering all phases including archeological salvage.
2) Remove existing structure and construct on existing alignment a 45 foot prestressed concrete slab span bridge with horizontal clearance of 28 feet and furnish and install guardrail at bridge ends.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review.

FHPM 7-7-2 Requirements: Categorical Exclusion project concurred in by FHWA on February 9, 1981.

FHPM 7-7-5 Requirements:

a) Public Hearings --- Not required under Oregon Action Plan.
b) Location/Design --- Not a factor in the development of this project.

Accommodation of Utilities: A State-County Agreement complying with paragraph 6d(1) of PPM 30-4.1 is being prepared.

Maintenance: A State-County Agreement complying with Section 116, Title 23 USC is being prepared.

Note: 1) This project is in Congressional District No. 2.
2) This structure is on the approved bridge replacement inventory list with a sufficiency rating of 30.3.

9422

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to File

DATE: March 5, 1981

SUBJECT: S. Pine Cr. (Pine Cr. Rd.) Br. Section
FAS B 475
HBR Project, On System
Harney County

Dave Carter, Area Engineer, FHWA has inspected the above subject bridge and agrees the structure should be replaced at the earliest possible date.

Also, Dave agrees we should first consider the installation of a culvert in lieu of a replacement structure because of the seasonal flow of the stream and apparent absence of any ice problem. This would have to be confirmed by analysis of the hydraulic information obtained during the preliminary engineering phase of the project.

It is suggested, upon approval of the survey authority, that we first obtain hydraulic information of S. Pine Creek prior to development of a full blown vicinity map and foundation studies for a replacement structure.

If a culvert proves to be acceptable we should be able to apply the savings to another On system structure.

Roger C. Lang

Roger C. Lang
Region Federal Aid Engineer

RCL/dp
cc: W. J. Hart
D. E. Swan
Richard Lenz
Barry Hatcher

Contains Recycled Materials
81-125-1387

9422 Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BRS-B822(-)
Project Category Request
S. Pine Creek Bridge, Pine Cr. Rd.
Harney County

Date: February 9, 1981

From: Acting Division Administrator

Reply to Attn. of: HFO.4/5-OR 727

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your January 15, 1981, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Class II, Categorical Exclusion, according to the new Council on Environmental Quality guidelines.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer

E. J. Valach

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Reg V, Env)

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
FEB 11 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9422

STATE OF OREGON

INTEROFFICE MEMO
PRO

TO: D. E. Swan
Operation Programming Engineer

DATE: January 16, 1981

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Proposed Project, HBR On-System
South Pine Creek (Pine Creek Road) Bridge Section
FAS B 475, Pine Creek Road
Harney County

Enclosed is project request submitted by Harney County concerning the replacement of South Pine Creek Bridge under HBR On-System funds.

This project appears in the current Six Year Program (PAGE 70) but due to some confusion of priority rating, the request had not been submitted earlier. The structure has been recognized as eligible for replacement and appears in the FY 1981 listing prepared by the Bridge Section.

Also enclosed is an Authority for Survey, showing the anticipated preliminary engineering costs; Location Prospectus; and copy of the Category Request which has been forwarded to the Environmental Unit for review.

The Region is asking for expedited approval of this project data so that we may perform the required field engineering, prepare plans and estimate of cost so that the project may be let during the coming construction season.

Please take the necessary action to initiate this project.

RCL/vt
Enc.
cc: The Hon. Dale White
Barry Hatcher

D. E. Swan - Please Program & Update PMS.
E. S. Hunter
D. H. Moehring
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R. Trygstad
D. O. Christensen
J. Sulliven
F. W. Yarbrough
J. Grassman
F. Lowe
Region 5:
Roger Lang

Contains Recycled Materials
81-125-1387
SP*75683-125

FEDERAL AID PROJECT REQUEST

Date January 7, 1981

Applicant Agency HARNEY COUNTY
Request for: Off-System ____, FAS-C ____, FAUS ____ Project X HBR
Federal Aid Route No. B475 Route Name ____
Project Name South Pine Creek (Pine Creek Road) Br. Sec.

Project Length 0.1 mile Project Location (Attach sketch map)
Project Description Construct reinforced prestressed concrete slab span bridge with bolt on rail

Average Daily Traffic 40 Design Speed 35 mph (gravel road)

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 28' Travel Lanes 2 Shoulders N/A
Medians None Parking ____
Sidewalks None
Remarks County is presently grading and surfacing this section. Shut down for winter.

2. Desired Roadway Cross Section: (Attach sketch)

Width ____ Travel Lanes ____ Shoulders ____
Medians ____ Parking ____
Curbed ____ Length Curb Radii ____
Sidewalk/Bikeway ____
Remarks No road work anticipated except for installation and removal of detour.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80' Minimum 80' Maximum 80'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes ____ No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks Right -of-way obtained from B.L.M. Possible need of construction easement for detour.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant if required

4. Permanent Striping:

Include in project or by applicant? N/A - gravel surface

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

Bridge No. 25B25

1. Existing Structure:

Location South Pine Creek

Type Timber

Approach Roadway Width 20' Shoulder Width N/A

Length 24' Width 20'

To remain in place? No

2. Proposed Structure:

Location Same as above

Approximate Size: Length 45' Width 28'

Are sidewalk/bikeways desired: No - remote location, gravel surface of route and anticipated low usage does not warrant construction.

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Not a year round stream. Explore possible use of structure plate culvert to reduce cost and remove bridge from inventory.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad _____

   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Dale White, County Judge
2. Environmental — " " " " Office
3. Public Hearing — " " " " Office

Remarks Only minimal Action Plan involvement anticipated

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?

Yes_____ No X

If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

* Roadway Work	$ 6,000.00
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	85,000.00
Railroad	
Other_____	
Preliminary engineering	17,350.00
PROJECT TOTAL	$ 108,350.00

Remarks Request free bridge design under ORS 369.260

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ ~~and/or~~ HARNEY COUNTY

By_____ By Dale White
County Judge

By_____ By _____
~~County Commissioner~~

By_____ By _____
County Commissioner

* Roadway Work

Guard rail 200' (25' type 3 and 25' type 2 on each corner of bridge)

A.C. (Commercial mix) wearing surface on bridge deck.

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE: 1/9/81

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: South Pine Creek (Pine Creek Road) Section

HIGHWAY NAME: Pine Creek Road

HIGHWAY NUMBER: B 475

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
5	14	Harney	

LENGTH: 0 1/- mi. +/-

MILEPOST NUMBER: TO

[XX] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: Harney County

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [XX] OTHER HBR (on-system)

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [X] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Construct reinforced prestressed concrete slab span structure with bolt on rail, pave bridge deck surface OR install arch type structure plate culvert pipe, grade and rock surface.

NOTE: If bridge is constructed, no grading is anticipated. County is presently realigning, grading and rock surfacing this section.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
40	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
*35		[ ] LIGHT [ ] MEDIUM [ ] HEAVY

Alignment is good but road has gravel surface, alignment being constructed probably will allow traffic speeds of 50-55.

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 14	2 - 14
SHOULDERS	(TOP SURFACE IS GRAVEL)	
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS	none	none
INTERCHANGES	none	none
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☐	☒
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream ~~S. Pine Creek~~	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☐	☒
Const. Easement Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☐	☒
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment	X		
Statewide Assessment		X	
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing _____		X	
Borrow Source			X
Material Source			X
Utilities		X	

Type _____

	YES	NO	MAYBE
Hydraulics Study	X		
Soils Investigation	X		
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available			X
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review With County	X		

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		XX	
RIGHT-OF-WAY		XX	
Construction Estimate CONSTRUCTION ENGINEERING		XX	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	( )	
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE — Fall 1981 (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
If structure is constructed, base design will be N/A. If arch type structure plate is used, see typical section.		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$17,350	
RIGHT OF WAY anticipate donation construction easement.		
TRAFFIC CONTROL (included in bridge estimate)		
ILLUMINATION		
STRUCTURES	61,000	
RAILROAD		
ROADWAY	6,000	
OTHER _____		
ENGINEERING & CONTINGENCIES	24,000	
PROJECT TOTAL	108,350	

SUBMITTED BY Roger C. Lang, Federal Aid Engineer

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section South Pine Creek (Pine Creek Road) Bridge

Highway Pine Creek Road, FAS B 475

County Harney Co.

Date January 16, 1981

Authorization No. 1

Survey Prefix _____ (Assigned by Salem office)

Description of termini, route, length, etc.:

At crossing of South Pine Creek on Pine Creek Road.

Purpose of survey:

Prepare plans, specifications and estimate of cost.

Estimate of cost:

		Estimate of Cost
Field Survey	(901)	7,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	n/a
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	250
Utility	(914)	250
Photogrammetry	(916)	
Location Studies	(918)	1,200
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	1,200
Environmental	(923)	250
Foundation Exploration	(926)	6,000
Free Bridge Design	(927)	4,000
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $.....

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

Roger C. Lentz
Area Engineer

Region Federal Aid Engineer

Recommended for Approval:

Thomas E. Stevens
Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date January 6, 1981

Section S. Pine Creek
City _____ Hwy. No. FAS 822
Highway Pine Creek Road
Begin M.P. _____ Length _____
County Harney
Program Estimate _____
Region 5
Funding Source HBR

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

Purpose of project is to replace a failing timber bridge which has had temporary repairs to maintain a reduced load limit of 10 tons, with a prestressed reinforced concrete bridge. An alternative may be to replace the structure with a arch type structure plate pipe. The bridge has deteriorated to a point where major uneconomical repairs will be required to maintain the safe usability of the structure.

C. Recommended Project Classification:

Project Class		Documentation
_____	I	Draft and Final EIS
_____	II	Categorical Exclusion
XX	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding
__ Cultural Resource Survey
__ Section 106 Procedures
__ Noise Study Report
__ Indirect Source Construction Permit
__ Section 4(f) Determination

Basis for Recommended Classification:

The proposed project is a bridge replacement on an intermittent stream. Right-of-way would be limited to a construction easement for a detour during construction. No adverse physical or human impacts are anticipated. Recommended type of action is Category 3, non-major.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved/Gravel)	gravel road	gravel
Average Daily Traffic (Volume and Year)	40	40
Alignment (New, Combined, Existing)	existing	existing
Speeds (Posted and Estimated)	estimated 35	35 mph

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	none
Estimated Number of Parcels	none
Residential Relocation (No.)	none
Business Relocation (No.)	none

Describe:
Unless a stage construction plan can be developed, a construction easement will be necessary for temporary detour.

2. Estimated Impact on Land Use:
none

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

none

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:
South Pine Creek is an intermittent stream which is usually dry from May through October. A construction schedule during this period would eliminate the potential for adverse stream impacts.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

none

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

No identifiable areas of concern.

Name of Preparer and Phone Number: John Preston 963-3177

PROPOSED
HBR PROJECT

Population of Harney County, 1973 Census
7,120

GENERAL HIGHWAY MAP

HARNEY COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Form 81-734-3039

2422

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section South Pine Creek (Pine Creek Road) Bridge

Highway Pine Creek Road, FAS B 475

County Harney Co. #13

Date January 16, 1981

Authorization No. 1

Survey Prefix 513-1904 (Assigned by Salem office)

Description of termini, route, length, etc.:

At crossing of South Pine Creek on Pine Creek Road.

Purpose of survey:

Prepare plans, specifications and estimate of cost.

ERS-B475(1)
25 MAR 81

Estimate of cost:

		Estimate of Cost
Field Survey	(901)	7,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1,000
Bridge Design	(906)	n/a
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	250
Utility	(914)	250
Photogrammetry	(916)	
Location Studies	(918)	1,200
Engr. Graphics	(919)	
Office Engineer	(920)	200
Specifications	(921)	1,200
Environmental	(923)	250
Foundation Exploration	(926)	6,000
Free Bridge Design	(927)	4,000
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	
Adm. Serv. (Eng.)	(922)	50

On 6yr program $100,000 HBR

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

16 5 19 LOCATION SECTION

Total estimated cost of survey	$ 21,400
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Eugene C. Long
~~Field Engineer~~
Region Federal Aid Engineer

Recommended for Approval:

Warren E. Stewart
Regional Engineer

Recommended for Approval:

Howard E. Pierpoint
Location Engineer

Approved:

E J Hunter
Assistant State Highway Engineer

SP*19760-734

($17,400) 20% = [redacted] 3480

9422

B-822(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date January 6, 1981

Section S. Pine Creek Bridge
City _____ Hwy. No. FAS B822
Highway Pine Creek Road
Begin M.P. _____ Length _____
County Harney
Program Estimate _____
Region 5
Funding Source HBR

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

Purpose of project is to replace a failing timber bridge, which has had temporary repairs to maintain a reduced load limit of 10 tons, with a prestressed reinforced concrete bridge. An alternative may be to replace the structure with a arch type structure plate pipe. The bridge has deteriorated to a point where major uneconomical repairs will be required to maintain the safe usability of the structure.

C. Recommended Project Classification:

Project Class		Documentation
_____	I	Draft and Final EIS
XX	II	Categorical Exclusion
_____	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding	XX Noise Study Report
__ Cultural Resource Survey	__ Indirect Source Construction Permit
__ Section 106 Procedures	__ Section 4(f) Determination

Basis for Recommended Classification:
The proposed project is a bridge replacement on an intermittent stream. Right-of-way would be limited to a construction easement for a detour during construction. No adverse physical or human impacts are anticipated.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved/Gravel)	gravel road	gravel
Average Daily Traffic (Volume and Year)	40	40
Alignment (New, Combined, Existing)	existing	existing
Speeds (Posted and Estimated)	estimated 35	35 mph

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	none
Estimated Number of Parcels	none
Residential Relocation (No.)	none
Business Relocation (No.)	none

Describe:
Unless a stage construction plan can be developed, a construction easement will be necessary for temporary detour.

2. Estimated Impact on Land Use:
none

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

none

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:
South Pine Creek is an intermittent stream which is usually dry from May through October. A construction schedule during this period would eliminate the potential for adverse stream impacts.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

none

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

No identifiable areas of concern.

Name of Preparer and Phone Number: John Preston 963-3177

PROPOSED
HBR PROJECT

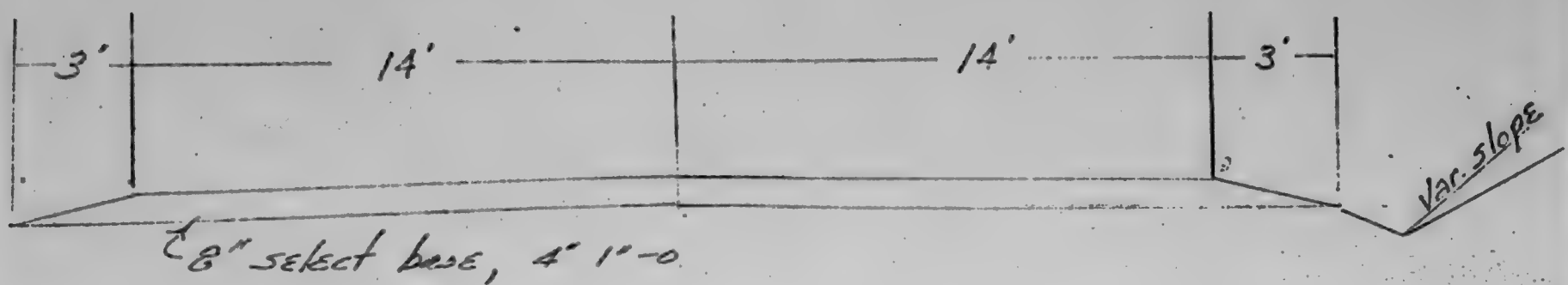
Population of Harney County, 1973 Census
7,120

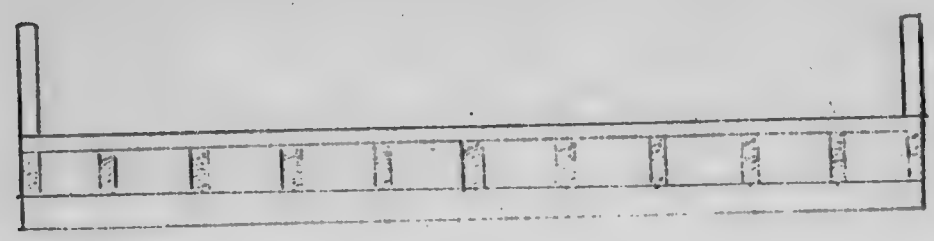
GENERAL HIGHWAY MAP

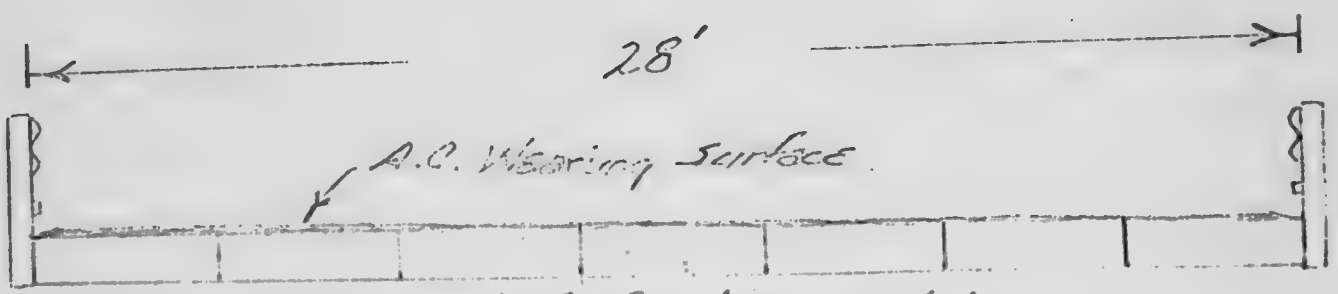
HARNEY COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EXISTING TYPICAL SECTION
(under const. by county)







1982 Westport Slough (Woodson) 9423
Br. Sec. on County Rd. No. 100.
(Grad., Pav., & Structure)

C&A ~~9483~~
7514

6-29-81

OREGON DEPARTMENT OF TRANSPORTATION

94123

HIGHWAY DIVISION INVOICE

INVOICE NUMBER **141181**

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
2-14-85		CA 3923

	CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
• COLUMBIA COUNTY • ROAD DEPT. • P.O. BOX 366 • ST. HELENS, OR. 97051	CØLUMBI		321	00			5,918.62
		205-1995	296	00	000		442.05
		205-1099	296	00	000		5476.57
		205-1995	297	00	000		⟨442.05⟩
		205-1099	297	00	000		⟨5476.57⟩

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON BROS-500 (4), WESTPORT SLOUGH (WOODSON) BRIDGE, AGREEMENT #7514	
TOTAL PROJECT COST	$388,916.33
LESS FHWA PARTICIPATION	⟨305,419.89⟩
LESS ADVANCE DEPOSIT	⟨76,894.81⟩
LESS MATCH FROM SFO #3	⟨683.01⟩
110.00 ACCT. FINAL	
	$ 5,918.62

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
MAR 1 1985
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

FOLD

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
MIKE SHULTZ PH: 378-6514 FOR CORRECTNESS OF CHARGES
OR DIANE GOLIDA PH: 378-5034 PREPARER OF INVOICE

(34-1150 (7-81)

9423

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 2/8/85

COUNTY: COLUMBIA AGREEMENT NO: 7514 PROJECT NO: BROS-0500(3)

CONTRACT NO: 9423 SECTION: Westport Slough (Woodson) Bridge

PRELIMINARY ENGINEERING (PREFIX NO. 205-1995):

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 2,681.54	
Consultant Fees	25,000.00	
Final Design	166.78	
Bridge Design	2,257.43	
Preliminary Design	145.24	
Region Geology	44.43	
Traffic Section	152.15	
Region-Utility Liaison	225.03	$ 51.25
Location	48.97	
Program Section	215.36	
Specifications	1,317.90	
Administrative Services	23.27	
Environmental	175.90	
TOTAL P.E. COST	$ 32,454.00	$ 51.25

CONSTRUCTION (PREFIX NO. 405-1001):

SFO #3 Work Performed by Columbia County	$ 3,415.04	$ - 0 -

CONSTRUCTION (PREFIX NO. 205-1099):

Work Performed by the Contractor	$291,088.56	
Interest on Final Payment		$ 110.83
Work Performed by Railroad SFO #1 & 2	8,543.91	
Engineering Expense	2,221.64	
Consultant Fees	40,152.51	6,947.49
Audit Services	816.23	22.88
Program Section	202.71	
Materials Testing Lab	1,269.35	
Technical Services Branch	351.43	
Construction Branch	382.82	
General Construction Engineering (Accounting)	876.67	9.01
TOTAL CONSTRUCTION COST	$345,905.83	$7,090.21

SUMMARY:

Total Participating P.E. Cost	$ 32,454.00
Total Participating County Construction Cost	3,415.04
Total Participating Construction Cost	345,905.83
	$381,774.87

FEDERAL FUNDS:

P.E. (80%)	$ 25,963.20	
SFO #3 (80%)	2,732.03	
Const. (80%)	276,724.66	(305,419.89)
SUBTOTAL		$ 76,354.98
Less Match From County Work SFO #3		(683.01)
Plus Nonparticipating County Cost		7,141.46
Less County Advance Deposit		
P.E. AD #917	$ 6,100.00	
Const. AD #999	63,740.00	(69,840.00)
BALANCE DUE FROM COUNTY		$ 12,973.43

MKS:pf

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
207-1050	1R	BHOS-0700-005	43,422.45	58,828.96	54,272.06	80.00	43,422.45	43,422.45		
207-1932	1R	BHOS-0700-005	8,502.64	10,628.30	10,628.30	80.00	8,502.64	8,502.64		
		PROJ TOTALS	51,925.09	69,457.26	64,906.36		51,925.09	51,925.09		
221-1907	1R	BHOS-2100-004	28,932.84	36,166.06	36,164.06	80.00	28,932.84	28,932.84		
330-1073	1R	BHOS-3003-001	40,099.30	50,183.38	50,124.13	80.00	40,099.30	40,099.30		
330-1963	1R	BHOS-3003-001	2,764.70	3,456.88	3,456.88	80.00	2,764.70	2,764.70		
		PROJ TOTALS	42,864.00	53,639.26	53,580.01		42,864.00	42,864.00		
201-1976	1R	BROS-0100-003	13,649.95	17,106.72	17,062.44	80.00	13,649.95	13,649.95		
201-1975	1R	BROS-0100-004	21,094.54	26,368.17	26,368.17	80.00	21,094.54	21,094.54		
201-1974	1R	BROS-0100-005	13,592.89	17,029.07	16,991.11	80.00	13,592.89	13,592.89		
201-1020	1	BROS-0100-006	111,583.00	71,638.15	71,638.15	80.00	57,310.52	50,527.78		6,782.74
201-1991	1	BROS-0100-009	26,080.00	1,114.96	1,114.96	80.00	891.96	474.50		417.46
>203-1042	1	BROS-0300-005	210,872.96	283,196.87	276,559.68	80.00	221,247.74	221,247.74	10,374.78 R	10,374.78CR
>203-1959	2	BROS-0300-006	9,172.68	12,250.00	12,250.00	80.00	9,800.00	9,800.00	627.32 R	627.32CR
		PROJ TOTALS	220,045.64	295,446.87	288,809.68		231,047.74	231,047.74	11,002.10	11,002.10CR
303-1050	1	BROS-0303-001	47,451.00	67,326.56	54,252.46	80.00	43,401.96	43,401.96		
303-1916	1	BROS-0303-001	13,600.00	17,883.37	17,883.37	80.00	14,306.70	13,600.00	706.70 R	
		PROJ TOTALS	61,051.00	85,209.93	72,135.82		57,708.66	57,001.96	706.70	
204-1967	1	BROS-0400-002	25,760.00			80.00				
205-1995	1R	BROS-0500-003	25,963.20	32,505.25	32,454.00	80.00	25,963.20	25,963.20		
205-1099	1	BROS-0500-004	276,724.66	362,996.04	345,905.83	80.00	276,724.66	276,724.65		.01
>405-1001	1R	BROS-0500-004	2,732.03	2,732.03	2,732.03	100.00	2,732.03	2,732.03		
		PROJ TOTALS	279,456.69	365,728.07	348,637.86		279,456.69	279,456.68		.01
205-1905	1	BROS-0500-005	29,200.00	122.19	122.19	80.00	97.75	97.75		
305-1911	1	BROS-0501-001	39,200.00			80.00				
>206-1058	2	BROS-0600-001	138,820.00	187,751.01	180,602.32	76.94	138,965.43	138,820.00	135.43 R	
206-1982	1	BROS-0600-002	12,000.00	10,266.61	10,265.61	80.00	8,212.49	8,212.49		
206-1994	1	BROS-0600-006	20,640.00	3,340.08	3,340.08	80.00	2,672.06	2,672.06		

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	BR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE END	YRS
	403 1026	903	00	P	1			296.00	81	82	
		TOT		P	1			296.00			
		TOT		N	9			296.00CR			
		** JOB TOTALS **				**	**	**			
TRAF SIG OTFLD RD/COURTNEY-RD CONT NO		FA PROJ NOS HES 9665012 100									STATE
	403 1027	270	01	P	1		5,811.21	9,152.10	84	84	
	403 1027	598	00	N	9	979.74CR	8,280.43CR	9,152.10CR	84	85	
		TOT		P	1		5,811.21	9,152.10			
		TOT		N	9	979.74CR	8,280.43CR	9,152.10CR			
		** JOB TOTALS **				979.74CR**	2,469.22CR**	**			
FLASHER@WEBSTER & JENNINGS CONT NO		FA PROJ NOS HES 9659011 100									STATE
	403 1028	270	01	P	1		5,859.72	8,880.42	84	84	
	403 1028	598	00	N	9	958.30CR	8,346.88CR	8,880.42CR	84	85	
		TOT		P	1		5,859.72	8,880.42			
		TOT		N	9	958.30CR	8,346.88CR	8,880.42CR			
		** JOB TOTALS **				958.30CR**	2,487.16CR**	**			
WESTPORT SLOUGH(WOODSON)BR CONT NO	X	FA PROJ NOS BROS05300004 100									STATE
	405 1001	270	03	P	1			2,732.03	83	83	
	405 1001	598	00	N	9			2,732.03CR	83	83	
		TOT		P	1			2,732.03			
		TOT		N	9			2,732.03CR			
		** JOB TOTALS **				**	**	**			
GILLIAM CTY PVMT MK82 CONT NO		FA PROJ NOS PMS 000S099 100									STATE
	411 1084	205	02	P	1		803.51	8,035.06CR	84	84	
	411 1084	598	00	N	9		803.51CR	5,188.42	80	84	
	411 1084	903	01	P	1			2,846.64	80	81	
	411 1084	903	02	P	1			8,035.06	81	84	
		TOT		P	1		803.51	8,035.06			
		TOT		N	9		803.51CR	8,035.06CR			
		** JOB TOTALS **				**	**	**			
SPTC @ 9TH ST-GRANTS PASS CONT NO	X	FA PROJ NOS RRS 36850001 100									STATE
	417 1097	270	02	P	1			1,498.50	84	84	
	417 1097	598	00	N	9			1,498.50CR	84	84	
		TOT		P	1			1,498.50			
		TOT		N	9			1,498.50CR			
		** JOB TOTALS **				**	**	**			
AMAZON CR(DANEBO RD)BR CONT NO		FA PROJ NOS BROS2003004 100									STATE
	420 1013	205	00	P	1		1,768.20CR	1,768.20CR	84	84	

12-84

9423

9423 D

205-1099

C 405.1001

10-24-84

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITAL BUILDING, SALEM, OR 97310

STATE	FEDERAL AID PROJECT NO.
OREGON	BROS-500(4)
PROGRAM APPROVED	VOUCHER PERIOD From: 10-30-81 To: 11-8-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 3,415.04	$ 3,415.04	80%	$ 2,732.03	$2,732.03	$0.00
352,964.15	345,905.83	80%	276,724.65	276,724.65	0.00
$356,379.19	$349,320.87	80%	$279,456.69	$279,456.69	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By CONTROLLER *Authorized Officer*

10-24-84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	WESTPORT SLOUGH (WOODSON) BRIDGE COUNTY ROAD NO 100 COLUMBIA COUNTY					
	CONSTRUCTION TYPE CODE X080 STRUCTURE, BR. #13821 (STA. 0+20 TO STA. 4+82.44)					
	FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM			$291,088.56	
SFO	#1 REMOVE RAILROAD GRADE CROSSING AND INSTALL TYPE 2 (BURLINGTON NORTHERN)	ALL REQUIRED			8,387.28	
SFO	#2 RAILROAD PROTECTIVE SERVICES (BURLINGTON NORTHERN)	ALL REQUIRED			156.63	
SFO	#3 CONSTRUCT NEW ROADWAY AND FURNISH AND INSTALLING SIGNING AND DELINEATORS (COLUMBIA COUNTY)	ALL REQUIRED			3,415.04	
	TOTAL PARTICIPATING CONSTRUCTION COST				$303,047.51	
	CONSTRUCTION ENGINEERING					
	WORK BY OBEC CONSULTING ENGINEERS	ALL REQUIRED			$ 40,152.51	
	STATE	ALL REQUIRED			5,304.62	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				$ 45,457.13	
	MISC PROJECT COST					
	AUDIT EXPENSE	ALL REQUIRED			$ 816.23	
	TOTAL PARTICIPATING PROJECT COST				$349,320.87	
	NON PARTICIPATING PROJECT COST					
	INTEREST ON FINAL PAYMENTS	ALL REQUIRED			$ 110.83	
	WORK BY OBEC CONSULTING ENGINEERS	ALL REQUIRED			6,947.49	
	TOTAL NON PARTICIPATING PROJECT COST				$ 7,058.32	
	TOTAL PROJECT COST				$356,379.19	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 11-1-84.					
	AMOUNT CARRIED FORWARD					

| | | |

9423

STATE COPY
FINAL ACCEPTANCE REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-28-83

9423

REGION NO.	REPORT NO.	COUNTY	DIVISION
10		Columbia	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
October 28, 1983	C. T. Keasey, P.E., P.L.S.		BROS-0500(4)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
August 11, 1982	March 29, 1983	99.5 %	209 CD
APPROVED EXTENSIONS	**LOCATION**		
	Woodson Road approximately 6 miles west of Clatskanie.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

Besides additional and incidental, work on this project involved (1) construction of roadbed grading, aggregate base and asphalt concrete paving, and (2) construction of Bridge No. 13821 over Westport Slough.

The bridge is 314' long and 27'-6" wide.

2. Contractor's Name: A. K. Lundmark & Son, Inc.

3. Contract Amount: $267,024.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C T Keasey

Title Constr. Engr.

RECEIVED STATE HWY ENGR NOV 4 '83 REFER TO Reisel FOR Info Insp R/D Sign Act

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE Thomas P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER G. K. Hossner	
TITLE	DATE	TITLE	DATE
Area Engineer	11/7/83	Field Operations Engr	11/8/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9423

April 13, 1983

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9423

Gentlemen:

Contract No. 9423 awarded to A. K. Lundmark & Son, Inc. for work on the Westport Slough (Woodson) Bridge Section in Columbia County was completed on January 31, 1983, and accepted by the State Highway Division on March 29, 1983.

Final payment in the amount of $5,037.80 will be released to the contractor after April 18, 1983. The total contract amount is $291,088.56 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: A. K. Lundmark & Son, Inc.
30908 South Wall Street
Colton, OR 97017

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

7423

OBEC CONSULTING ENGINEERS

1-10-83
~~January 6, 1983~~

Mr. Jon Rose
Region Federal Aid Engineer
OSHD - Region I
9200 S.E. McLoughlin Boulevard
Portland, Oregon 97202

Re: Supplemental Agreement
Westport Slough (Woodson) Bridge
Columbia County
FA Project No. BROS-0500(4)
OBEC Project No. 109-16

Dear Jon:

Enclosed are three (3) signed copies of the supplement reflecting the reduced amount of $47,100.

Very truly yours,

W. A. Palmateer
General Manager

WAP:ps
Enclosures

From Metro JON ROSE Date 1-10-83

To BUD SWAN

(Proj. Mgmt.) Traffic Region I Accounting

Comment: The attached supplemental Consultant agreement appears to agree with the limits recommended by Dott Jones and Walt Hunt. If acceptable please seek FHWA approval.

Jon Rose

PROGRAM MANAGEMENT SECTION
DHM DES
SHM MSK DNH
JAN 11 1983
REFERRED TO maine
FOR
FILE: PM FA LG.

244 COUNTRY CLUB ROAD • EUGENE, OR 97

9423

CON

DATE: October 8, 1982

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Westport Slough (Woodson) Bridge
County Rd. No. 100, Columbia County
Contract No. 9423

This bridge replacement project is essentially complete and it appears that the final cost will exceed the project authorization by $28,377.26 or 8.73%.

An increase of more than 45% in furnishing and driving of piling comprised $24,640 of the overrun in cost. This was due to unanticipated subsurface conditions and, together with considerable delays in the construction schedule, caused an increase of 70% in the construction engineering costs (an additional $18,213).

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $28,377.26 to a new total of $353,582.00. This matter will be on the consent calendar for the October 19 meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
E. L. Hardt
George Bell

9423

L

STATE OF OREGON
Highway Construction

INTER-OFFICE MEMO
378-6318
FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: October 6, 1982

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Westport Slough (Woodson) Bridge
County Rd. No. 100, Columbia County
Contract No. 9423

This bridge replacement project is essentially complete and it appears that the final cost will exceed the project authorization by $28,377.26 or 8.73%.

An increase of more than 45% in furnishing and driving of piling comprised $24,640 of the overrun in cost. This was due to unanticipated subsurface conditions and, together with considerable delays in the construction schedule, caused an increase of 70% in the construction engineering costs (an additional $18,213).

There are sufficient funds available in the category of work and all the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $28,377.26. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
Arvey Nelson
J. E. Bishop (OBEC)
R. D. Church
D. E. Swan

Center for Recycled Materials

1423

STATE OF OREGON
HIGHWAY ACCOUNTING
Administration - 8-6578

INTEROFFICE MEMO

FILE: AGR

TO: D. E. Swan, Engineer
PROGRAM MANAGEMENT

DATE: September 28, 1982

FROM: V. E. Skoog
Controller

SUBJECT: Pre-award Evaluation
Supplemental Agreement
Columbia County/OBEC
Westport Slough (Woodson) Bridge
FAP #BROS 500(4)

As requested by your memo dated September 23, 1982, we have reviewed the subject proposal. A copy of the auditor's evaluation is attached.

We recommend an increase in maximum cost by only $2,500 to $46,500, subject to audit upon completion.

DWJ:njl
Attachment

81-125-1387

Contains Recycled Materials

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT - 8-2877

INTEROFFICE MEMO

FILE: AGR

TO: Vernon E. Skoog
Controller

DATE: September 28, 1982

FROM: Dettmar W. Jones
Staff Auditor D. W. J.

SUBJECT: Pre-award Evaluation
Supplemental Agreement
Columbia County/OBEC
Westport Slough (Woodson) Bridge
FAP #BROS-500(4)

A memo dated September 23, 1982 from D. E. Swan requested our review of the proposed supplement referenced above.

The Supplement as presented has a typographical error that shows differing amounts in the narrative and dollar "maximum total C/E costs". Before correcting this, however, let us consider the entire request from the Consultant (OBEC) for a $4,400 increase.

The only justifications for project engineering cost increases recognized under federal highway procurement procedures are a change in the scope or complexity of a project, or a time extensions beyond the control of the consultant.

The attached correspondence indicates a change only in piling cap design, so Consultant would be justified in claiming the additional (auditable) costs incurred therein, $2,372. No additional contract period was required, so a claim for 15% of the overrun on pile driving seems unjustified. I recommend that the maximum cost be increased to $46,500.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:njl

cc: D. E. Swan

81-125-1387

Contains Recycled Materials

STATE OF OREGON
Highway Division
9250 N. E. Skidmore
Portland, Oregon, 97220, Telephone (503) 257-4344

INTEROFFICE MEMO

FILE: CON 5
9423

DATE: September 20, 1982

TO: Dorland Swan
Operation Programming Engineer

FROM: Arvey D. Nelson
Project Manager

SUBJECT: Request for Increase in Consultant Agreement
Westport Slough (Woodson) Bridge
Contract 9423, Prefix 205-1099

Columbia County, through OBEC Consulting Engineers, is requesting their Consultant's Agreement, signed September 16, 1981, and approved by Federal Highway Adminstration on November 30, 1981 (Item No. 10166) authorizing armaximum OBEC construction engineering cost of $44,000.00 be increased to $49,500.00.

Enclosed are three copies of the increased engineering supplement with accompanying letter of explanation by OBEC.

A summary of the Woodson Bridge project is noted:

(1) Contract awarded to Lundmark & Son on January 4, 1982. Contract amount $267,024.00.
(2) Project Authorization included anticipated additional road approach work by County Forces plus railroad crossing improvements and protective flagging work by Burlington Northern. The total value of the additional work shown at $19,500.00.
(3) Project Authorization projected a 9 percent engineering figure of $25,787.16.
(4) Contract specified completion was 210 Calendar Days.
(5) Contractor begins work May 3, 1982.
(6) Contractor submits a request to substitute concrete pile caps for the planned steel pile cap. The contractor presents a concrete pile cap design and plan detail prepared by a private engineering firm. The pile cap revision is documented with Price Agreement No. 1, submitted by OBEC, and approved by the State. With concrete pile cap revision a $781.00 price reduction credit is received.
(7) Contract work required 68 steel piling be driven. The Engineer's Estimated Pile Length is shown as 50 Lin.Ft. An actual pile length of 70 L.Ft. was required to develop specified bearing. The furnishing and driving of an additional 1303 L.Ft. of piling increased contract costs approximately $22,000.00.
(8) Contractor completed work August 11, 1982, within the specified contract time.

In summary, other than a moderate overrun in the foundation pile lengths and the contractor initiated pile cap revision, all work was generally performed well within the estimated plan quantities shown. After the contract award, the contractor delayed starting work for four months while awaiting delivery of piling and casting of prestressed concrete slab sections. With bridge materials on hand, the contractor worked a steady and continuous three months period at the bridge site completing all project work just within the specified time.

81.125.1367

Contains Recycled Materials

Estimated Final total contract costs would include:

Contract work	$289,200.00
Anticipated work by County & Railroad forces (Cost estimated as work is completed, but not yet billed.)	15,000.00
Estimated Engineering Cost	51,100.00
Estimated Final Job Cost	$355,300.00

Note the estimated engineering cost is based upon the following:

Engineering Costs to Date:

OBEC Consulting Engineers	$43,572.00
OSHD Salem Materials Testing	1,095.00
OSHD Salem Construction, Bridge, & Design Offices	878.00
OSHD Salem Photocopy & Printing Offices	615.00
OSHD Crew 080-43, Arvey Nelson, Monitor	559.00
Total Spent to Date	$46,719.00

Engineering Costs Estimated to Complete Job:

OBEC Consulting Engineers, 1/4 Fixed Fee	$ 1,375.00
OBEC Preparing Semi-Final Estimate, etc.	2,500.00
OSHD State (Salem & Crew 080-43)	500.00
Total Additional Estimated	$ 4,375.00

I will pass a recommendation either for or against the requested increased Consultant's Engineering Authorization. I would rather project a position that opposed the job being unique or unusual, the actual construction of the subject Woodson Bridge was really quite normal. A recommendation regarding the allowable engineering charges, I will leave to others.

ADN:ec
Encls.
cc w/encls. Marion Craft

OBEC CONSULTING ENGINEERS

August 17, 1982

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
AUG 20 1982
FILE:

Board of Commissioners
Columbia County
Columbia County Courthouse
First Street
St. Helens, Oregon 97051

Re: Woodson Bridge Supplemental Agreement
OSHD Contract No. 9423
FA No. BROS-0500(3)
OBEC Project No. 109-16

Gentlemen:

Our current billings for this project (unaudited) as of July 31, 1982 are $40,913 + $1,375 for fixed fee = $42,288.

We will undoubtedly exceed the $44,000 set up for this project and the 15% maximum for engineering as proposed by FHWA.

Both the OSHD and ourselves estimated the cost of work to be $375,000 with additional anticipated items to be $19,500 for a total cost of $393,627.50. The State had estimated a net authorization for construction with 4½% contingency and 9% engineering, to be $446,767.

Instead, we have 19 bidders with a low of $267,024. Changes in quantities have raised the contract value to about $307,467 including force orders and railroad costs. This would give a maximum engineering of $46,120 allowable at 15%. My estimate of total engineering costs + fixed fee is $49,500, about $5,500 over the original cost estimate of $44,000.

The job was completed on the last specified day of the contract and opened to traffic.

We would expect considerable delay in submitting final costs as both County Force work and railroad costs are involved.

Additionally, because of the pipe cap change from structural steel to both precast and CIP, we occurred additional cost of $2,310 in redesign and field inspection.

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

An additional 1,300 feet of piling were driven from Bents 2 to 10, each requiring splices and general delays in construction. The additional engineering costs for the $20,848 overrun in furnishing, splicing and driving steel piling has not been reflected by a corresponding increase in engineering.

I would propose that as an addition to the $44,000 construction engineering figure, we add $5,500 for the following items:

Cap redesign - actual cost $1,191.57 x 1.9911 =	$2,372
Overrun on pile driving $20,840 x .15 =	3,127
	$5,499

Very truly yours,

W. A. Palmateer
General Manager

WAP:ps

cc: Jon Rose - OSHD

9423

OBEC CONSULTING ENGINEERS

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
SEP 9 1982
FILE:

September 7, 1982

MA PDM PDE FFM SPC
ODOT - METRO

SEP 7 1982

BMT PAR PPC FILE T/A

Mr. Jon Rose
Region Federal Aid Engineer
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: Woodson Bridge
BROS-0500(3)
OBEC Project No. 109-16

Dear Jon:

Enclosed are three duly executed forms for Supplement No. 1 to the Consultant's Agreement on Woodson (Westport Slough) Bridge.

I am enclosing a copy of a letter of explanation on this supplemental request.

Very truly yours,

W. A. Palmateer
General Manager

From Metro JON ROSE | Date 9-7-82

To BUZ SWAN

(Proj. Mgmt.) Traffic Region I Accounting

Comment: Columbia County requests additional authorization for construction engineering on Woodson Bridge and has submitted the attached supplemental consultant agreement.

Please consider the Construction Monitor's recommendation.

Jon Rose

(503) 683-6090

SUPPLEMENTAL AGREEMENT NO. 1

OBEC Consulting Engineers
244 Country Club Road
Eugene, Oregon 97401

Woodson Bridge
FA No. BROS-0500(3)
Columbia County

Gentlemen:

Columbia County desires to supplement the agreement entered into with OBEC and executed September 16, 1981 and identified as the Construction Engineering Agreement.

All provisions in the basic agreement remain in effect except as expressly modified by this supplement.

The changes in the agreement are described as follows:

PAYMENT, shall be amended as follows:

1(e) The estimated maximum total construction engineerng costs is changed to read Forty-Nine Thousand Two Hundred Dollars ($49,500).

If you concur in this supplement and agree to the changes stated above, please sign in the appropriate spaces below and return to this office for final action.

Sincerely,

OBEC Consulting Engineers

W C Palmateer

Date 8-17-82

Columbia County Date 8/25/82

Robert M Hurd

Marion Takagawa

Of Ahlborn

Concurrance

OSHD _____

Date _____

9423

FORM 81.736.0001

OREGON STATE HIGHWAY DIVISIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

WESTPORT SLOUGH (WOODSON) BRIDGE

August 14, 1982

SECTION PREFIX: 505-1099

HIGHWAY: County Road No. 100

COUNTY: Columbia

NAME OF JOB: Westport Slough (Woodson) Bridge

KIND OF WORK: Grading, Paving, Structure

CONTRACTOR: A. K. Lundmark & Son, Inc.

CONTRACT NUMBER: 9423

FEDERAL AID PROJECT NUMBER: BROS-0500(4)

DATE OF CONTRACT: January 4, 1982

DATE WORK STARTED: May 3, 1982

ESTIMATED COMPLETION DATE: ~~August 12, 1982~~ n/a

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN 1 SUPERVISION 1

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS: 210

WORK DAYS USED

CALENDAR DAYS USED: 208 ~~210~~

SPECIFIED COMPLETION DATE: August 12, 1982

PERCENT OF TIME ELAPSED: 99% ~~100%~~

PROJECT AUTHORIZATION: $325,204.74

EXCLUSIVE OF ENGINEERING: $299,417.58

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $313,311.50 ~~$290,862.00~~

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 5 ~~7~~ %

ENGINEERING AUTHORIZATION: $25,787.16

ENGINEERING COST TO DATE: $41,551.39

PERCENT OF AUTHORIZATION: 161 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 109% ~~102%~~

DATE PROJECT WAS COMPLETED: August 11, 1982

Per Est. #4. Erle L Calhoun 8-16-82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100%	100%	100%			100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	120 CY	105 CY			170 Ton
TOTAL QUANTITIES CORRECTED TO DATE	120 CY	144 CY			231 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	120	144			231
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Misc. Tools; 1-P.U. Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13821							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	1		
MONDAY	Variable Shrs.	1		
TUESDAY	" "	1		
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

DEPARTMENT
K
RECEIVED
AUG 17 1982
CONSTRUCTION SECTION
OM
CA
LS
TC
FE
CP
CE
CAE
FOE
QCS
SCS
EEO

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity.
MONDAY	Bolting up remaining guard rail.
TUESDAY	No Activity.
WEDNESDAY	No Activity.
THURSDAY	No Activity.
FRIDAY	No Activity.
SATURDAY	No Activity.

REMARKS

Status: Columbia County removed Road Closed sign and barriers by August 11, 1982, opening the bridge to traffic.

SIGNED Lee W Fite OBEC LOCATION Clatskanie, Or

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9473

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 7-218		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Columbia
MODIFICATION NUMBER 1	7/21/82	Project Number BROS-0500(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 12 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 325,204.00	$ 350,000.00
Federal funds	$ 260,163.00	$ 280,000.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21st day of July , 1982 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

9423

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	State
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	Oregon
1-130	FEDERAL-AID PROJECT AGREEMENT	County: Columbia
	1/12/82	Project No.: BROS-0500(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Westport Slough (Woodson) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-30-81	0.088
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 325,204.00	$ 260,163.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Operation Programming Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JAN 12 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon December 30, 1981

Federal Aid Project
No. BROS-0500(4)

Westport Slough (Woodson) Bridge
County Road No. 100
Columbia County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Br. #13821 (Sta. 0+20 to Sta. 4+82.44)

Mobilization		All Required	$ 15,000.00
General Excavation	120 Cu. Yd.	20.00	2,400.00
1"-0 Aggregate Base	105 Cu. Yd.	18.00	1,890.00
Class "C" Asphalt Concrete	170 Ton	36.50	6,205.00
Guard Rail, Type 2A	88 Lin. Ft.	28.00	2,464.00
Guard Rail, Type 3	25 Lin. Ft.	33.00	825.00
Guard Rail Anchors, Type 1	2 Each	375.00	750.00
Rail End Pieces, Type C	6 Each	95.00	570.00
Removal of Existing Bridge		All Required	14,000.00
Structure Excavation	85 Cu. Yd.	12.00	1,020.00
Furnish Pile Driving Equipment		All Required	15,000.00
Furnish HP 10x42 Steel Piling	3,400 Lin. Ft.	15.00	51,000.00
Drive Steel Piles	3,400 Lin. Ft.	1.00	3,400.00
Structural Concrete, Class 3300 (26 Cu.Yd.)		All Required	6,700.00
4'x25'/30' Prestressed Slabs	77 Each	1,300.00	100,100.00
Reinforcement (4,600 lbs.)		All Required	2,600.00
Structural Steel (26,000 lbs.)		All Required	21,000.00
Metal Rail with Tubing	650 Lin. Ft.	34.00	22,100.00
			$267,024.00

Anticipated Items		
Railroad Protective Cost	All Required	$ 11,000.00
Work by Burlington Nothern RR	All Required	2,000.00
South Approach Roadwork (Co. Force)	All Required	6,500.00
		$ 19,500.00
	SUBTOTAL	$286,524.00
	Engineering	38,680.00
	TOTAL	$325,204.00

Length of Roadway ----------	0.028 mi.
Length of Structure ----------	0.060 mi.
TOTAL	0.088 mi.

Federal Funds (80%)----------	$260,163.00
County Funds ----------	65,041.00
TOTAL	$325,204.00

Group 1	100%
Contract No.	9423
Prefix:	205-1995
Prefix:	205-1099

9423

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

May 13, 1982

CON 5 #9423

A. K. Lundmark & Sons, Inc.
30908 S. Wall Street
Colton, OR 97017

RE: Time Extension Request
Westport Slough (Woodson) Bridge
Contract No. 9423

Gentlemen:

Your request for additional contractttime in which to complete the above project has been carefully reviewed. The furnishing of specified materials necessary to complete the project within the specified contract time is a contractor responsibility. Therefore, your request for additional contract time due to the "lag" time in getting the A-588 steel piling is denied.

Sincerely,

C. T. Keasey, M.E., P.L.S.
Construction Engineer

CTK:cb

cc: W. E. Schwartz (att. 1 ltr.)
Al Harwood "
A. Nelson "
John Quiner II (OBEC)"

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 14 '82
REFER TO
FOR
Info | Issue | R/R | D/R | Sign | Act | File

Form 734-3123

FORM 731-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon, 97220

April 15, 1982

FILE: CON 5
9423

FROM: Arvey D. Nelson
Project Manager

SUBJECT: Request for Time Extension
Westport Slough (Woodson) Bridge
Cont. 9423, Prefix 205-1099

TO: Marion Craft
Region Construction Engineer

Forwarding on for your consideration is a 60-day Time Extension for the subject contract received from Oregon Bridge (OBEC) Consulting Engineers.

In addition to the April 8, 1982 letter from OBEC, with attached time extension request, I have enclosed previous correspondence of February 19, 1982 received from OBEC.

The piling question was discussed at the preconstruction conference of January 29, 1982. It was my understanding from this meeting that domestic steel was available with something less than a 120-day delivery delay. The cost of the domestic steel piling however was considerably higher than the foreign quote.

5-13-82
CTK -
I concur with OBEC, the Proj. Mgr. and Region that request be denied
DMG

Data pertinent to the Woodson Bridge contract is noted:

Contract Amount	$267,024.00
Bids Received	December 17, 1981
Contract Awarded	January 4, 1982
Begin Calendar Day Count	January 15, 1982
Calendar Days Allowed	210 Calendar Days
Calendar Days Expire	August 12, 1982

I concur with John Quiner's recommendation that no time extension be granted for the delivery of piling.

ADN:ec

Encls.

OM MRE OE PPM CE
TCS RECEIVED ME
LS MAY - 4 1982 PDM
CCA Metro Region TAM
SO PA EM LM

CE CAS FOE OCS SCS EEO — RECEIVED MAY 4 1982 CONSTRUCTION SECTION — OM CA TC CP

cc: Bryant Jacklund - with original attachments
The specifications seem to be clear. I concur in Arvey Nelson & John Quiner recommendation - no grounds for time extension.
Marion Craft
5-13-82

MEMORANDUM 9423 4-16-82 05-1995

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
PROGRAM APPROVED Oregon	VOUCHER NO. [illegible]5
	From: 6/22/81 To: 11/30/81

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$32,505.25	$32,454.00	DATED	$25,963.20	$25,963.20	$ 0.00

RECEIVED IN FHWA DIVISION OFFICE	
FHWA REVIEW PERFORMED	
PASSED FOR PAYMENT	Oregon
FORWARDED BY FHWA DIVISION OFFICE	4/16/82 V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Westport Slough (Woodson) Bridge Section **County Road in Columbia County**					
	Preliminary Engineering					
	Type Code P.E.					
	OBEC Consulting Engineers		All Required		$25,000.00	
	State		All Required		7,454.00	
	Total Participating Preliminary Engineering				$32,454.00	
	Nonparticipating Project Cost					
	P.E. (State)		All Required		51.25	
	Total Project Cost				$32,505.25	
	Prepared based on Participating Costs as shown on Federal Billing as of 4/8/82.					
	AMOUNT CARRIED FORWARD					

		205	1930	905	00 P 1				92.35	
		205	1930	914	00 P 1				476.61	
				TOT	P1				476.61	**
				** JOB TOTALS **			**	**		
BNRR XING@OLD PORT RD	CONT NO			FA PROJ NOS RRP 747001 100						STATE
	205	1940		296	00 N 9	40.41CR		208.03CR	208.03CR	
	205	1940		298	00 N 9	40.41		208.03	208.03	
	205	1940		905	00 P 1				82.14	
	205	1940		914	00 P 1	28.70		28.70	132.80	
	205	1940		920	00 P 1			16.20	16.20	
				TOT	P1	28.70		44.90	231.14	
				** JOB TOTALS **		28.70	**	44.90 **	231.14	**
WESTPORT SL(WOODSON RD) BR	CONT NO			* FA PROJ NOS BROS500003 100						STATE
	205	1995		296	00 N 9	1,563.20CR		31,463.20CR	31,463.20CR	

TOTAL TO DATE JOB COST SUMMARY

APRIL 1982 PAGE 571

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	205	1995	297	00	N 9		5,500.00	5,500.00
	205	1995	298	00	N 9	1,563.20	25,963.20	25,963.20
	205	1995	901	00	P 1		2,681.54	2,681.54
	205	1995	904	00	P 1		25,000.00	25,000.00
	205	1995	905	00	P 1		166.78	166.78
	205	1995	906	00	P 1		2,220.08	2,220.08
	205	1995	907	00	P 1		145.24	145.24
	205	1995	910	00	P 1		44.43	44.43
	205	1995	911	00	P 1		152.15	152.15
	205	1995	914	00	P 1	163.93CR	225.03	225.03
	205	1995	914	00	N 1		51.25	51.25
	205	1995	918	00	P 1		48.97	48.97
	205	1995	920	00	P 1		215.36	215.36
	205	1995	921	00	P 1	614.97CR	1,317.90	1,317.90
	205	1995	922	00	P 1		23.27	23.27
	205	1995	923	00	P 1		175.90	175.90
	205	1995	927	00	P 1		37.35	37.35
			TOT		P1	778.90CR	32,454.00	32,454.00
			TOT		N1		51.25	51.25
			** JOB TOTALS **			778.90CR**	32,505.25 **	32,505.25 **
COL CO PVMT MRKG PROJ #2	CONT NO		* FA PROJ NOS PMS 005109 100					STATE
	205	1996	296	00	N 9		5,079.94CR	5,079.94CR
	205	1996	298	00	N 9		5,079.94	5,079.94
	205	1996	901	00	P 1		1,160.32	1,160.32
	205	1996	905	00	P 1		2,682.99	2,682.99
	205	1996	920	00	P 1		148.41	148.41
	205	1996	921	00	P 1		1,077.60	1,077.60
	205	1996	921	00	N 1		21.90	21.90
	205	1996	922	00	P 1		10.62	10.62

B01 OREGON STATE HIGHWAY DEPARTMENT 5/20/82 PAGE 86

FHWA BILLING VOUCHER

PREFIX	GRP FI	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
203-1966	1	PMS -000S-078 APPR-140	75.00	71.00	71.00	100.00	71 00	71.00		
203-1978	1#	SOS -0300-007 APPR-680	13,257.50	15,071.39	15,034.59	88.18	13,257.50	13,257.50		
203-1980	1	SOS -0300-008 APPR-680	4,448.00	4,885.34	4,738.52	85.77	4,064.23	4,064.23		
203-1986	1	RRS -9731-001 APPR-138	1,800.00	436.70	436.70	90.00	393.03	393.03		
203-1993	1	RRP -9473-001 APPR-139	2,340.00	2,659.30	2,659.30	90.00	2,393.37	2,340.00	53.37 B	
203-1996	1#	PMS -000S-070 APPR-140	60.86	60.86	60.86	100.00	60.86	60.86		
205-1930	1	RRO -000S-041 APPR-685	1,800.00	476.61	476.61	90.00	428.95	428.95		
205-1940	1	RRP -A747-001 APPR-139	1,800.00	231.14	231.14	90.00	208.03	208.03		
205-1995	1#	BROS-0500-003 APPR-117	25,963.20	32,505.25	32,454.00	80.00	25,963.20	25,963.20		
205-1996	1	PMS -000S-109 APPR-140	5,700.00	5,101.84	5,079.94	100.00	5,079.94	5,079.94		
206-1935	1	RR00-000S-032 APPR-686	900.00	109.44	109.44	90.00	98.50	98.50		
206-1939	1	SOS -0600-001 APPR-680	5,575.00	6,711.25	6,493.75	85.80	5,571.64	5,571.64		
207-1930	1	BROS-0700-003 APPR-117	5,840.00	6,055.60	6,055.60	80.00	4,844.48	3,613.18		1,231.30
207-1981	1#	OS -0700-001 APPR-627	44,892.01	52,552.71	52,321.69	85.80	44,892.01	44,892.01		
207-1987	1	SOS -0700-002 APPR-680	1,727.16	3,303.48	1,958.67	88.18	1,727.16	1,727.16		
209-1902	1	BROS-0900-005 APPR-117	12,560.00	15,430.77	15,430.77	80.00	12,344.62	12,344.62		
209-1903	1	BROS-0900-004 APPR-117	16,800.00	21,381.37	21,380.47	80.00	17,104.38	16,800.00	304.38 B	
209-1917	1	BROS-0900-006 APPR-117	7,680.00	1,404.92	1,404.92	80.00	1,123.94	416.50		707.44
209-1975	1#	PMS -000S-066 APPR-140	116.10	116.10	116.10	100.00	116.10	116.10		
209-1980	1#	OS -0900-001 APPR-627	6,597.21	7,701.00	7,689.06	85.80	6,597.21	6,597.21		
209-1991	1	SOS -0902-001 APPR-680	7,356.00	8,934.11	8,934.11	85.77	7,662.79	7,356.00	306.79 B	
211-1999	1	PMS -000S-099 APPR-140	200.00	93.09	93.09	100.00	93.09	93.09		
212-1997	1#	OS -1200-001 APPR-627	35,967.00	47,166.33	41,919.58	85.80	35,967.00	35,967.00		
213-1905	1	BROS-1300-003 APPR-117	15,960.00	11,047.75	11,005.26	80.00	8,804.21	8,456.06		348.15
213-1995	1#	SOS -1300-002 APPR-680	8,370.70	9,756.06	9,756.06	85.80	8,370.70	8,370.70		
215-1955	1#	OS -1500-002 APPR-627	7,460.00	17,437.41	8,694.64	85.80	7,460.00	7,460.00		

9423

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 30, 1981

In Reply Refer to
File No.:

W. A. Palmateer
General Manager
OBEC Consulting Engineers
244 Country Club Road
Eugene, Oregon 97401

Dear Wally:

SUBJECT: Westport Slough (Woodson) Bridge
Columbia County

Your letter of December 21 asked if consideration could be given to paying for work done by the County Surveyor amounting to $797.00 and foundation work done by you in advance of the project. I believe the two bills for County Surveyor charges are eligible for payment under the P.E. project. Please have the County forward those two bills through Jon Rose for approval by Metro.

The foundation work, which you performed, was done prior to the approval of the program and your P.E. agreement. There is no way that we can back date those documents to make the foundation study work eligible for reimbursement by the State and FHWA.

Very truly yours,

Buy

D. E. Swan, P.E.
Operation Programming Engineer

DES:pf

cc: R. N. Bothman, Metro
Jon Rose, Metro
Accounting
Local Government Unit ✓

Form 734-3122

OBEC CONSULTING ENGINEERS

December 21, 1981

Mr. D. E. Swan
Project Management Engineer
Oregon Department of Transportation
Highway Division
State Transportation Building
Salem, Oregon 97310

Re: Woodson Bridge
OBEC Project No. 109-16

Dear Buzz:

Commissioner Jay Ahlborn has asked that we inquire if some of the bills incurred by the County cannot be deemed payable by a supplement to the Preliminary Engineering Agreement we hold on this project.

From the results of the bidding of yesterday, the project is reduced well over 125 Thousand Dollars and part of this reduction is the direct result ot monies spent by the County prior to the authorization date of the Preliminary Engineering Agreement.

You may recall that incipiant failure was occuring on the existing bridge and it was quickly closed to all traffic in late September 1980.

On October 7, 1980 we requested authorization of the County to proceed with such limited design and foundation work as necessary to submit the preliminary design to the Coast Guard for approval. We had been informed by the Bridge Department that monies might be available for construction in 1981.

On November 3 we were authorized to proceed on minimum design necessary and foundation work as required to speed the Coast Guard approval. Such approval was required on a similar bridge (Erickson) just a few miles away. It was also important to determine whether a lift span would be required.

Partially on the basis of the foundation work, our design that was bid at less than $27.00/sq. ft. for new construction has generated some very considerable savings to the FHWA. I hope that since they are riding in on the strength of the upfront monies provided by the County that enabled us to go to bid at this best of all times, they would look charitably at picking up the $5,671 spent on Foundation Investigation.

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

Enclosed also are two billings which did occur after the Preliminary Engineering authorization but is considered outside the Scope of Work as we define it. The data supplied to the State for the PUC requirements was deemed unsatisfactory and no definitive surveying for the County right-of-way had probably been done since the 1890's. Subsequent land purchases, easements, and deeds between the railroad and the County should have been a part of the P.E. had we known they did not exist. The County was required to pay their surveyor for this work and it should be included under the "extra work" portion of the Contract.

You may note that Page 2 of the Agreement lists both foundation studies and right-of-way to be payable under the P.E. - but also note we show nothing for this work in the body of Exhibit A. Our only survey work is in connection with the ℄ of the structure and two days survey for the hydraulic report.

Please see if consideration can be given to the County's request for reimbursement of the $797 for extra right-of-way and $5,670.93 for foundation studies.

Very truly yours,

W A Palmageer

W. A. Palmageer
General Manager

WAP:ps

cc: Jay Ahlborn

9423

December 18, 1981

ACC

A. J. Ahlborn, Member
Columbia County Board
of Commissioners
Courthouse
St. Helens, Oregon 97051

Dear Mr. Ahlborn:

On December 17, 1981 we received a satisfactory bid from A. K. Lundmark & Son, Inc., 30908 S. Wall Street, Colton, Oregon 97017 for the Westport Slough (Woodson) Bridge Section in Columbia County.

We anticipate the financial sharing of the construction cost to be:

Contractor's Bid		$267,024.00
Anticipated Additional Items:		
Railroad Protective Costs	$11,000.00	
Other Railroad Costs	2,000.00	
Roadwork, South Approach (By County)	6,500.00	$ 19,500.00
SUBTOTAL		$286,524.00
4 1/2% Contingencies		12,893.58
9% Engineering		25,787.16
Estimated Total Cost of Construction		$325,204.74
Less: Roadwork, South Approach (By County)		6,500.00
Total for Computation of County Share		$318,704.74

COUNTY SHARE: 20% of $318,704.74 = $63,740 ✓

We will award the contract when we receive your advance deposit in the amount of $63,740, which should arrive not later than January 8, 1982.

On the attached sheet we describe three options for making an advance deposit. Please use the option of your choice.

Very truly yours,

Rec'd Letter of Credit 1-4-81 per Jan Peterson KEH

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 999: Jon Rose, Metro
Vern Skoog - Please return completed AD # 999 when advance deposit is received.

1423

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11 - 30 - 81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-0500(4)

2. STATE PROJECT NO.: See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10166

2A. COUNTY NAME: Columbia

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/30/81

8. FEDERAL ROUTE NUMBER: Non Federal aid

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Westport Slough (Woodson) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 11/25/81 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $447,000 Federal Funds $357,600 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 11/27/81 that provisions of FHPM 7-5-1 have been complied with.

As requested in Mr. Swan's letter of 11/27/81 I concur that it is in the public interest to advertise the subject project for a two week period.

RECEIVED
STATE HWY ENGR
DEC 3 '81
REFER TO
FOR
Info | Invest | R/D | D R | Sign | A | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/30/81	G K. Swan	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7423

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: D. H. Moehring
Project Management

DATE: November 27, 1981

FROM: Gary A. Potter, Manager
Environmental Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Cultural Resources Clearance

The following project has been checked for effect on cultural resources as per FHPM 7-7-2, and is now clear for PS&E approval and December 17th contract letting:

Westport Slough (Woodson) Bridge #13821
Columbia County

GAP:MB:ct

cc: Don Trout
Don Keyes
Buz Swan
Harold Reynoldson
Ben Gifford
Pieter Dykman

9423

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 4-1

November 27, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Advertising Notification
Westport Slough (Woodson Rd.)
Project No. BROS-0500(4)

We are advertising the subject project for bids to be received on December 17, 1981 with a two week advertising period.

We feel it is in the public interest to advertise with less than a three week advertising period, because the design is complete, the December 17th bid opening is the first convenient time for taking bids, the road has been closed for some time now, which is a hardship on the local inhabitants in that the road is needed for fire fighting equipment, ambulances, and school busses and the structure is of a straight forward standard design which will allow the contractors to compute their bids within the two week advertising period.

Compliance with FHPM 6-4-1-16 has been met concerning material or product selection; the plans conform to FHPM 6-7-3-2 pertaining to floodplain data; the proposal contains a certification conforming to FHPM 6-4-1-1, in regard to non-segregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per FHPM 6-4-1-2.

Form 734-3122

All right of way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status report previously submitted. All right-of-way has been acquired in accordance with FHPM 6-4-2-1.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. The statement is supported by a previously submitted utility-railroad status report.

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in FHPM 7-7-2, has been made and environmental mitigating requirements have been incorporated in the design and specifications for the project.

I certify that procedures promulgated in 36 CFR Part 800 have been pursued and that implementing the subject project will not affect any properties which are included or eligible for inclusion in the National Register of Historic Places. This statement is supported by a previously submitted cultural resources report.

DAR:bkc

9423

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

PRO 6-2

November 25, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Consultant Engineering Agreement
Project No. BROS-0500(4)
Westport Slough (Woodson Road) Bridge
Columbia County

Enclosed for your approval are two copies of a fully executed agreement with Oregon Bridge Engineering Company covering the performance of construction engineering on the subject project.

I request the following:

1) Authorization to proceed with construction engineering by the consultant concurrent with authorization to advertise for bids on the project.

2) The return of one copy of the agreement approved for our files.

CL:bkc
Attachments

cc: M. Holmes
K. Husby
General Files

Form 734-3122

9423

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

High # 2005

11-25-81

Attention: Right-of-way Section

Subject: Federal Aid Project No BRO5-0500(3) Prefix 205-1995

Project Name Westport Slough Bridge #13825 (Woodson)
County Road # C 4504

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ST. HELENS, Oregon, this 25th day of NOVEMBER, 1981

County of COLUMBIA

Robert M. Hunt
County Judge/Chairman

Marion Salazar
Commissioner

Certified By:
Everett Rodgers
Regional Right-of-Way Supervisor
Date 11-27-81

Commissioner

Instructions: Complete A or B and C.
R/W File No.

N
F.C.

Section 4423 Westport Slough (Woodson) Bridge Programming Estimate $ 411,000

Highway County Rd No. 100 Project Length

County Columbia 11-2[illegible] Completion Time 210 CD

Kind of Work Grading, Paving and Structure Est. Comp. Date

Prefix 205-1995 Letting Date 12-17-81 Project No. BRO5-0500(4)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 374,127.50

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs	11,000	
Other Railroad Costs	2,000	
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Roadwork, South Approach (by County)	6,500	
_____		
Adjust Utilities		
_____		
_____		
_____		
	Subtotal	$ 19,500.00

Subtotal	$ 393,627.50
Contingencies (4-1/2%)	17,713.24
Engineering (~~6~~, 9, ~~10~~%)	35,426.48
Subtotal	$
Credit for _____	
Estimated Net Authorization, Construction	$ 446,767.22

APPROVED

Rev 11-27-81
ok see estimate 11-25-81

Road Design Engineer

Rev 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section	County	Sheet of
Westport Slough (Woodson) Bridge	Columbia	1 2
Kind of Work Grading, Paving and Structure	**Length**	**Date** 11-24-81 **Name** Butler

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		Lump Sum	All	Lump Sum	35,000-
	ROADWORK					
	General Excavation		Cu. Yd.	120	8 50	1,020-
	1"-0 Aggregate Base		Cu. Yd.	105	13 50	1,417 50
	Class "C" Asphalt Concrete		Ton	170	45-	7,650-
	Guard Rail, Type 2A		Lin. Ft.	88	15-	1,320-
	Guard Rail, Type 3		Lin. Ft.	25	30-	750-
	Guard Rail Anchors, Type 1		Each	2	300-	600-
	Rail End Pieces, Type C		Each	6	100-	600-

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section	County	Sheet of
Westport Slough (Woodson) Bridge	Columbia	2 2
Kind of Work	**Length**	**Date** / **Name**
Grading, Paving and Structure		11-9-81 / Butler

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	STRUCTURE					
	Removal of Existing Bridge		Lump Sum	All	Lump Sum	15,000-
	Structure Excavation		Cu Yd	85	12-	1,020-
	Furnish Pile Driving Equipment		Lump Sum	All	Lump Sum	10,000-
	Furnish HP 10X42 Steel Piling		Lin. Ft.	3,400	17-	57,800-
	Drive Steel Piles		Lin. Ft.	3,400	2-	6,800-
	Structural Concrete, Class 3300 (26 @ 250)		Lump Sum	All	Lump Sum	6,500-
	4'X25'/30' Prestressed Slabs		Each	77	1,800-	138,600-
	Reinforcement (4,600 @ 50¢)		Lump Sum	All	Lump Sum	2,300-
	Structural Steel (26,000 @ 2.25)		Lump Sum	All	Lump Sum	58,500-
	Metal Rail with Tubing		Lin. Ft.	650	45-	29,250-
	Total					374,127.50

734-1736 (8-81)

9123

HIGHWAY DIVISION

AGR

November 12, 1981

D. H. Hoehring
Asst. State Highway Engineer

Mainor Holmes
Agreements Specialist

Project No. BROS-0500(3)
Westport Slough (Woodson Road) Bridge
Off-System County Road
Columbia County & OBEC

Attached for your review and signature of concurrence are three copies of a consultant agreement for construction engineering services to be furnished to Columbia County by OBEC Consulting Engineers for subject project.

The agreement has been subjected to the required pre-award audit evaluation and recommended for approval with one revision which has been incorporated.

I have also reviewed the agreement, found it in order and recommend your concurrence.

Following your signature two copies will be submitted to FHWA with a request for approval and authorization to proceed.

MCH:pf
Attachment

To Cliff Laux 11-12-81

9423

Memorandum

U.S. Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS-0500(3)
Westport Slough (Woodson) Bridge
Columbia County

Date: October 21, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. J. H. Versteeg, Road Design Engineer

Mr. Versteeg's request of October 16, 1981, for a 28 foot bridge at the Westport (Woodson) Bridge site is approved. Please proceed with the design.

For Dale E. Wilken

cc:
OSHD (E S Hunter, Tech Svcs)

cc: Hart
10-21-81

RECEIVED
STATE HWY ENGR
OCT 21 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9423

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

October 16, 1981

In Reply Refer to File No.

L. F. PIERCE, Chief Engineer
OBEC Consulting Engineers
244 Country Club Road
Eugene, OR 97401

Subject: Westport Slough (Woodson Bridge)
FA Project No. BROS-0500(3) Columbia County
OBEC Job. No. 109-16
BR 13821

This letter will reiterate my telephone conversation with your engineer, Mr. Worcester, on October 15, 1981, regarding the subject project.

State and FHWA have approved bridge and roadway widths.
PUC data submitted through Columbia County.
Railroad right-of-way and permit is being processed. (Some delay possible)
Project specifications submitted through Walt Hart's office for review last week. OBEC waiting for return.
There appears to be no unresolved issues left.
Project completion is anticipated in two weeks.
Final plans are to be signed by County officials.
The time of preliminary engineering completion is very close. (Refer to PE/Consultant Agreement of 1/12/81, page 4.)

EARL PURDY
Resident Engineer

EP/po Earl C. Purdy

cc: W. Palmateer
C. Christianson
W. Hart
H. Versteeg
F. Terpin
C. Duval
J. Rose

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
2 Trout
Wakerlig

RECEIVED
OCT 19 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

9425

2.

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 16, 1981

DES 16

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RECEIVED
STATE HWY ENGR
OCT 19'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Dear Mr. Wilken:

Westport Slough (Woodson) Bridge
Woodson Road
Columbia County
Oregon Project BROS 0500(3)

The programming packet and prospectus for the subject project indicated a structure width of 28 feet. The horizontal alignment at both ends of the structure creates near-stop and stop conditions which indicates design should be based on design speed of less than 50 MPH.

Table 7, page 9, "Geometric Design Guide for Local Roads and Streets", indicates width of surfacing of 22 feet and graded shoulder widths of 6 feet. Table 8, page 10, indicates minimum structure width as approach roadway width plus 4 feet or plus 6 feet, depending upon whose traffic estimates are used. We have elected to recommend the wider section of 28 feet rather than the lesser 24 feet, since there is evidence to believe there may be population growth in the area served by the new structure.

In order to advance the subject project, we need your affirmation of the foregoing recommendations. Please review and advise.

Very truly yours,

J. H. Versteeg
Road Design Engineer

bc H. S. Coulter
E. S. Hunter
D. H. Moehring
Walt Hart
Frank Terpin
Ed Hardt

GCW:ja

Except as otherwise indicated herein, the dimensional design of structures shall also be in accord with this publication.

The minimum design loading for bridges shall be H-15 on local roads with current ADT volumes under 400. Where these volumes are 400 or greater, the minimum design loading shall be HS-20.

The clear roadway widths for new and reconstructed bridges shall be as shown in Table 8.

Table 8

CLEAR ROADWAY WIDTHS
FOR NEW AND RECONSTRUCTED BRIDGES

Design Speed	ADT Volume	Minimum Clear Roadway Width of Bridge
50 MPH and over	750 or Greater	Approach Roadway Width
50 MPH and over	Under 750	Pavement Width + 6'
Under 50 MPH	400 or Greater	Pavement Width + 6'
Under 50 MPH	Under 400	Pavement Width + 4'

Notes: *(1) Where the approach roadway is surfaced for the full crown width that surfaced width should be carried across structures.*

(2) On highways with a current ADT over 750, bridges with a total length over 100 feet may be constructed with a minimum clear roadway width of the surfacing width plus six feet.

Bridges to Remain in Place

Since highway geometric and roadway improvements encourage higher speeds and attract larger vehicles to the highway, it is important that existing substandard structures also be improved correspondingly. Because of their high cost, reasonably adequate bridges and culverts that meet tolerable criteria should be retained.

Where an existing highway is to be reconstructed, an existing bridge which fits the proposed alinement and profile may remain in place when its structural capacity in terms of design loading and clear roadway width are at least equal to the values shown for the applicable traffic volume in Table 9.

The values in Table 9 do not apply to structures with a total length greater than 100 feet. These structures should be analyzed individually, taking into consideration the clear width provided, traffic volumes, remaining life of the structure, design speed, as well as other pertinent factors.

Vertical Clearance

Vertical clearance at underpasses should be at least 14 feet over the entire roadway width, to which an allowance of 4 to 6 inches should be added for resurfacing.

lanes are appropriate. Where more than two lanes are warranted to accommodate design traffic, determinations are to be made as indicated in "Design Standards for Highways Other Than Freeways."*

Width of Surfacing, Shoulder and Roadway

Minimum width of surfacing and of graded shoulder for various traffic volumes and design speed shall be as shown in Table 7.

Graded shoulder width is measured from the edge of surfacing (pavement) to the point of intersection of shoulder slope and side slope. Where a guardrail is used, the graded width of shoulder should be increased by about 2 feet. In mountainous terrain or sections with heavy earthwork, the graded width of shoulder in cuts may be decreased 2 feet.

The minimum roadway width is the direct sum of the surfacing and graded shoulder widths shown above. Desirable design widths include lanes at least 11 feet wide and shoulders 2 feet wider than the minimum shown in Table 7.

Table 7

MINIMUM WIDTH OF SURFACING AND GRADED SHOULDER

Design Speed, MPH	Width in Feet for Design Volume of:					
	Current ADT Less Than 50	Current ADT 50-250	Current ADT 250-400	Current ADT 400-750 DHV 100-200	DHV 200-400	DHV 400 & Over
			Width of Surfacing			
20	20	20	20	20	22	24
30	20	20	20	20	22	24
40	20	20	20	22	22	24
50	20	20	20	22	24	24
60	20	20	22	22	24	24
			Width of Graded Shoulder			
All	2	4	4	6	8	8

Note: Design volume in terms of mixed traffic. For design speeds of 50 mph or less, surfacing widths that are two feet narrower may be used on minor roads with few trucks.

Structures

The structural design of bridges, culverts, walls, tunnels, and other structures shall be in accord with Standard Specifications for Highway Bridges, 1969**.

**Available from American Association of State Highway Officials, 341 National Press Building, Washington, D.C. 20004 at 50¢ per copy.*

***Available from American Association of State Highway Officials, 341 National Press Building, Washington, D.C. 20004 at $9.00 per copy.*

10-5-81

Hal

George Wills is preparing the requests to FHWA on these two projects

Lyle

RECEIVED
OCT 5 1981
LOCATION
SECTION

STATE OF OREGON

INTEROFFICE MEMO

Metro Location — DEPT. — 238-8230 — TELEPHONE

TO: Lyle Watson
Design Engineer

DATE: September 28, 1981

FROM: Earl C. Purdy
Resident Locating Engineer

File: 205-1995

SUBJECT: Westport Slough (Woodson) Bridge
FA Project # BROS 0500(3)

I tend to agree with Mr. Palmateer regarding the limited speed over the bridge, since the north approach is at right angles and the south approach has a short tangent with a railway crossing and a highway stop condition.

Also, the projected ADT does not warrent a wider roadway width. Refer to Policy on Geometric Design of Rural Highways (AASHO) page 261.

The standard for minimum 4 foot shoulder width could be compatable with Mr. Palmateer's roadway design, which indicates two 11 foot lanes and two 3 foot shoulders for a total of 28 feet, by striping for the allowable 10 foot lanes. I would recommend that the roadway be striped for 11 foot lanes.

By copy of this letter, I am asking for Federal Approval of this variance.

ECP/gg

cc. Cliff Christiansen, FHA
W. Hart, Bridge Engineer
Curt Cuval
Jon Rose

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 29 1981
ROAD DESIGN SECTION

Do Not File
Return to
Bring
Action

OBEC CONSULTING ENGINEERS

OREGON STATE HWY. DIVISION
RECEIVED
SEP 25 1981
EARL C. PURDY, RES. ENGINEER

September 22, 1981

Mr. Earl C. Purdy
Resident Locating Engineer
5821 N. E. Glisan
Portland, Oregon 97213

Re: Woodson Bridge
OBEC Job No. 109-16, Your File No. 20S-1995

Dear Earl:

This request is for a variance from the FHWA standard deck width of 32' to the design standard shown of 28' for the following reasons:

- The configuration of the approaches dictates a limited low speed design.

- Average daily traffic counts are anticipated to be less than 250 through 1985.

- Pedestrian traffic, if any, is not anticipated to create a safety hazard.

- The roadway width and bridge deck width will be in conformity if the variance is approved.

Very truly yours,

W. A. Palmateer
General Manager

WAP:ps

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

9423

STATE OF OREGON
HIGHWAY ACCOUNTING
Administration - 8-6578

INTEROFFICE MEMO

FILE: AGR

TO: D. E. Swan, Operations Programming Engr.
PROJECT MANAGEMENT

DATE: September 30, 1981

FROM: Vernon E. Skoog
Controller

SUBJECT: Pre-award Evaluation
OBEC/Columbia County
Westport Slough (Woodson Rd) Bridge
FAP BROS-0500(3) - CE

Your memo dated September 22, 1981 requested that we review the subject proposal.

With the one change indicated below, we approve the agreement as submitted:

The "not to exceed" figure appearing in the Payment Section 1(e) on Page 4, and in Exhibit A, Page 3, should be reduced from $46,150 to $44,000. Contingency factors or other unsupported percentage markups are not reimbursable.

DWJ:njc

cc: Jon Rose - METRO

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
OCT 11 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Contains Recycled Materials
81-125-1387

SP*75603-125

9423

BROS-0500(3)

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: September 18, 1981

File No: 205-1995

TO: BUZ SWAN
Operations Programming Engineer

FROM: JON ROSE
Federal Aid Specialist

SUBJECT: Woodson Bridge
Columbia County

Columbia County's consultant (OBEC) on the Woodson Bridge has belatedly recognized a conflict between the bridge replacement project and the railroad which crosses Woodson Road immediately south of the end of the bridge. The bridge is to be widened from its present 18 feet to 28 feet and with it, the road, which crosses the railroad approximately 25 feet south of the south end of the structure. This alteration in the grade crossing will require a PUC permit for which no application has yet been made.

Rather than delay the bridge replacement contract for several months while the PUC permit is being processed, it has been proposed that the bridge contract proceed and that the necessary roadway widening and the grade crossing alteration follow as soon as PUC gives its approval. If this approval is granted during the life of the contract, we would expect to do the work under a price agreement. If, however, there is a delay and the contract is completed before the PUC permit has been issued, the project would remain incomplete without some further action. The attached letter from the County gives assurance that the County would, if necessary, improve the crossing with its own money to make it compatible with the new structure. Cliff Christianson, with FHWA, feels that replacement of the bridge is of overriding importance and that with the County's assurance that the road will be improved to conform to the bridge, FHWA would allow the structure contract to proceed. We do not anticipate drop-arm gates at the crossing.

Please take whatever steps are necessary to confirm that this approach is acceptable to FHWA and to PUC.

po

cc: Earl Purdy
Curt Duval
Cliff Christianson
Dave Astle - PUC
Roger Trygstad

Attachment

COLUMBIA COUNTY

BOARD OF COMMISSIONERS

ROBERT M. HUNT, CHAIRMAN
MARION SAHAGIAN
A. J. "JAY" AHLBORN

COUNTY COUNSEL
JILL THOMPSON

ADMINISTRATIVE STAFF
GLORIA SALVEY
ROBERTA STUBBS

331 Courthouse, St. Helens, Oregon 97051

TELEPHONE (503) 397-4322

September 17, 1981

Mr. Jon Rose
Regional Federal Aid Engineer
Oregon State Highway Division
5821 N.E. Glisan
Portland, Oregon 97213

Re: Woodson Bridge (Westport Slough)

Dear Mr. Rose:

Pursuant to our earlier conversations, Columbia County will agree to complete the above project from the Southerly end of the new structure to its intersection with Highway US 30 including necessary changes in the Railroad crossing if the P.U.C. hearing for the widening is not completed during the lifetime of the pending contract for construction of Woodson Bridge and approaches.

We urge that the structure contract be awarded prior to approval of the roadwork on the Burlington-Northern right of way. The continued delay in restoring traffic on this portion of the County Road system has been a serious burden on the people and rural protective association serving this area.

BOARD OF COUNTY COMMISSIONERS
FOR COLUMBIA COUNTY, OREGON

Robert M. Hunt
Chairman

Marion Sahagian
Commissioner

A. J. Ahlborn
Commissioner

cc: Wally Palmateer, OBEC

AJA/ag

MA PDM PDE TFM SPC
ODOT - METRO

SEP 18 1981

BM PAR PPC FILE T/A

9423

Form E 30 (Rev. 8-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Westport Slough(Woodson Rd.) Bridge — Date September 10, 1981

Highway Woodson Road (OS) — Authorization No. 2

County Columbia #5 — Survey Prefix 205-1995 (Assigned by Salem office)

Description of termini, route, length, etc.:

The bridge is located on Woodson Road, approxiamtely 4.1 miles above the mouth of Westport Slough at the town of Woodson, Oregon, section 5, T7N, R5W W.M., Cathlamet quadrant. The bridge is adjacent to the Lower Columbia River Highway at M.P. 67.95.

Proposed:

Replace existing timber bridge across Westport Slough with a prestressed concrete structure, grading and paving on bridge approaches.

Purpose of Survey:

Consultant will perform preliminary engineering. State will monitor, prepare the bidding and contract documents, advertise for bid proposals, and award the construction contract.

HER(OS)

Estimate of Costs:

Resident Engineer	(901)	$1,100
Consultant	(904)	25,000
Final Design	(905)	500
Bridge Design	(906)	1,500
R/W Liaison	(913)	300
Recon & Hydrology	(918)	500
Project Management	(920)	100
Specifications	(921)	1,200
Adm. Serv. (Eng)	(922)	100
Environmental	(923)	200

BROS - 0500(3)
6-22-81

This Authority #2 is to provide funds for Hydrology.

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
SEP 16 1981
LOCATION SECTION

Total estimated cost of survey . . . . . $ 30,500

Previous authorization 30,500

Additional authorization requested 0

Additional authorization approved (Salem) . . . . .

Total all authorizations approved (Salem) . . . . .

Requests made by:

P. Lewellyn, Costs & Records Eng'r.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Lapsley
Location Engineer

Approved:

E. Tourtellotte
Assistant State Highway Engineer

SP*23604-734

9423

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Westport Slough Bridge
Highway: Woodson Road
County: Columbia
Prefix: 205-1995
Res. Engr. C. Duval

Date September 10, 1981
Twenty Year Traffic Coefficient 6.2
18 kip s.a. per day 6
R Value 10
Frost Penetration - - - -
CBE Total Requirement 20"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C.	8.0"
12.0"	Aggregate Base (1"-0)	12.0"
16.0"		20.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Jerry Miller

9423

OBEC CONSULTING ENGINEERS

August 11, 1981

Mr. Walter J. Hart
Structural Design Engineer
Oregon Department of Transportation
328 Transportation Building
Salem, Oregon 97310

Re: Westport Slough (Woodson) Bridge
FA Project No. BROS-0500(3), Columbia County
OBEC Job No. 109-16

Dear Mr. Hart:

Enclosed are two sets of prints of the preliminary drawings for the proposed replacement structure. These are marked "Advance Plans" and are not yet in final form.

The grading work that we have shown is what we feel is the minimum needed for connections to Highway 30 on the south end and to the dike road to the north. As we discussed on the phone, it might be a good idea to add a deceleration lane for westbound exiting traffic on Highway 30, and possibly a left turn refuge for eastbound traffic; if barriers are required for the railroad crossing between Highway 30 and the bridge, then stacking room will be limited. Admittedly there is little traffic now, but we understand that condominium development is planned in the area served by the bridge..

We understand that the Burlington Northern Railway has a 100' right-of-way at this location; this puts the west end of the proposed bridge within the railroad right-of-way (as is the existing end bent) and will require approval by the railway for construction. An alternative would be to fill into the slough; but since whatever we do will involve work within the right-of-way, we will need to obtain the approval of the Burlington Northern.

It is our understanding that your right-of-way and utilities section will look into the situation with the railroad and that your district engineer will make a recommendation as to the need or lack of need for improving the Highway 30 intersection; we will await your recommendations and direction in these matters.

Thank you for your consideration and assistance in helping to expedite this project-we sincerely appreciate it.

Very truly yours,

to City - Co 8-31-81
Ind 8-31-81

L. F. Pierce
Chief Engineer

RECEIVED AUG 31 1981 LOCATION SECTION

RECEIVED AUG 28 1981 BRIDGE SECTION

LFP:ps
Enclosures
cc: A. J. Ahlborn-w/enc.
Rep. Caroline Magruder-w/enc., Earl Purdy-w/enc.

NOTED
L. L. WALLACE

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

R-14-81 Copies sent to Trystad

94123

June 29, 1981

Columbia County Board of Commissioners
Columbia County Courthouse
St. Helens, OR 97051

ACR 4

Attention: Rita C. Kerry
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 1514

Gentlemen:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for a highway bridge replacement project for the Westport Slough (Woodson Road) Bridge..

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agreement attached)

9423

STATE OF OREGON
Department of Transportation
Metropolitan Branch

NOTED
H. S. COULTER

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 26, 1981

TO: H. S. COULTER
State Highway Engineer

FROM: R. N. BOTHMAN
Administrator

File No: 79-29

RECEIVED
STATE HWY ENGR
JUN 26 '81
REFER TO
FOR
Line | Inves | R/D | D/R | Sign | Act | File

SUBJECT: WOODSON BRIDGE DELAYS
COLUMBIA COUNTY
NEWS ARTICLE

NOTED
H. S. COULTER

The Woodson Bridge project has been the subject of requests from Columbia County for replacement dating back to the early 1970's. It was one of several bridges considered by the County for replacement under the Safer Off-System Road Program, but there was some uncertainty of whether a new bridge or a large culvert was the best solution. The County chose to replace two other bridges, instead of Woodson, under that program.

With passage of the 1978 Highway Act and enlargement of the Highway Bridge Replacement Program, Woodson Bridge was reconsidered, but was not on the draft Bridge Replacement Program sent to local agencies on July 1, 1980. On September 9, Columbia County responded to our list asking that Woodson Bridge be placed on the program for 1983 funding.

About this time, the bridge was inspected and determined to be unsafe for any but pedestrian traffic. In early October, Representative Caroline Magruder, who owns property on both sides of the slough, called Metro and urged immediate action. Shortly after that, Bob Hunt, Chairman of the Columbia County Board of Commissioners phoned, and on October 1 he wrote to urge revision of the County priority list to move Woodson Bridge to the top. His letter was forwarded to the Bridge Section on October 7, 1980. The revision was made and Woodson Bridge was placed on the Highway Bridge Replacement Program, approved by the Oregon Transportation Commission on January 27, 1981 for 1981 funding.

Cost data and other information on the earlier request were badly out of date and a new project request was prepared by Oregon Bridge and given to the County for signature late in February 1981. As the newspaper clipping notes, this request was apparently lost and Metro has no record of having received it. On April 13, 1981 a signed request was received, giving Metro the necessary information to process the request. Incidentally, on February 25, 1981 Metro received a copy of a permit application submitted to the Coast Guard by Oregon Bridge. In late May we received the Coast Guard's reply, dated March 1, 1981, indicating that since 1959 no permit was required. Because of environmental considerations, there was delay in reconciling this response between the Coast Guard and FHWA.

All the problems seemed to be resolved on May 29, 1981 and the project request was sent to Salem by Metro. Submittal to FHWA was expedited and FHWA approved the project effective June 22, although Glen Gray had some serious reservations about compliance by the County and Oregon Bridge with the various federal regulations regarding minority business enterprises and third party negotiated contracts.

RNB:PE
Attachment

79-29

Clatskanie, Oregon
Chief
(Cir. W. 2,595)

MAY 2 8 1981

NOTED
H. S. COULTER
5/23

REFER TO
Bateman —
BY STATE HWY. ENGR.
Heard is this about?

Allen's P. C. B. Est. 1888

State Agency Delays Woodson Bridge

706

Planned construction of the new Woodson Bridge has been set back some six to seven months because of delays in a bridge siting permit request submitted to the Metro Division of the State Highway Department, Columbia County Commissioners have learned.

While it had anticipated that construction could start in July of this year with completion later in the summer, it is now predicted that, because of the delays in the state agency, that completion of the bridge cannot be expected until March of next year.

The project, to be financed with federal road funds and $100,000 in county funds that are included in the 1981-82 county budget, has run into delays with the state, which according to Wally Palmateer, general manager of Oregon Bridge Engineering Consultants (OBEC), has nothing to do with the bridge, but "Process of the paper work, which they have chosen to 'sit on' ".

Both Palmateer and the board of commissioners expressed dismay at the delay, which was brought to the attention of the county commissioners at their May 13 meeting. Both OBEC and the county commissioners had been under the impression that the state siting permit had been taken care of.

As a result of the delays, Palmateer said that the county is probably looking at a Christmas season date for advertising for construction of the Woodson Bridge.

The OBEC official told the commissioners that the board of the Metro Division in Portland had been "sitting on" the request and that he (Palmateer) had learned recently that the permit papers had not been transmitted to the Salem office for review.

Palmateer reported the permit request had been sent to the Metro Division in November and then again in February when the state agency said it "couldn't find" the original request. The OBEC spokesman charged that the Metro Division, just because it processes papers, do not have the right to "sit on" them and wait for answers to questions staffers in that office might have.

Palmateer explained that after the Salem office receives the papers, it would probably take a couple of months at least before the OBEC could do its portion of the work. When the OBEC work is completed, another 11 to 13 weeks in Salem would be required before bids could be advertised, the bridge engineer predicted.

7423

June 23, 1981

ACC

A. J. Ahlborn, Member
Columbia County Board of Commissioners
Columbia County
Courthouse
St. Helens, Oregon 97051

Dear Mr. Ahlborn:

We have received Federal approval for the preliminary engineering phase of "Westport Slough (Woodson) Bridge Section" in Columbia County.

Accordingly, the financial sharing of the preliminary engineering (P.E.) costs is:

Total Estimated Preliminary Engineering Costs	$30,500.00
Less: Federal Funds (80%)	24,400.00
COUNTY SHARE (20%)	$ 6,100.00 ✓

Please submit your P.E. advance deposit in the amount of $6,100.00 according to the instructions on the attached sheet.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:nf
Attachment

bcc w/AD # 917: Vern Skoog - Please return completed AD # 917 when advance deposit is received.
Jon Rose, Region N Federal Aid Engineer

Rec'd 7-2-81

9423 6-22-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-0500(3)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10166

2A. COUNTY NAME: Columbia

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/22/81	Non Federal aid	County Road

10. GENERAL LOCATION:

Westport Slough (Woodson) Bridge Section Br #13825

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering and Consultant Agreement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [XX] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utiltiy preparatory work. TEC $30.500 FF $24,400
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Consultant Agreement

13. REMARKS

As requested by Mr. Swan's PEA you are authorized to proceed with all phases of preliminary engineering.

Also, as requested, I approve the Agreement with Oregon Bridge Engineering, Consultant Engineers, and you are authorized to proceed with the work covered by the Agreement for a lump sum amount of $25,000 which includes a net fee of $3,230. A signed copy of the agreement is returned herewith.

(Note: Cost of Consultant agreement included in total PE Authorization)

RECEIVED
STATE HWY ENGR
JUN 26 '81
REFER TO
Moelmer
FOR
Info | Invest | R/D | D/R | Sign | Act | File

6/24

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/22/81	D. K. Swan	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9423

Ken Hawley

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
6-17-81 ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. N	ROUTE NO. STATE
Co. Rd. Approx. 7 mi. W. of Clatskanie "Westport Slough (Woodson) Bridge Sec."	117	10166	BROS-0500 (3)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 40' normal

Water Development None Recreation & Historical Areas None

Columbia (09)

A-95 Review:

State Cl. No. ..... Exempt X Date Approved _____

Dist. 1 Cl. No. ..... Exempt X Date Approved _____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 5-28-81

Major/Significant ___(EIS) Major/Non-significant ___(Neg.) Non-major ___(None)
1-EIS ___ 3-Draft Assessment & FONSI ___ 2-Categorical Exclusion X

Notes: (1) Project in Congressional District 1 .

(2) Preliminary engineering to be performed by Consultant Engineering firm of Oregon Bridge Engineering Co. with review by State forces.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:
TEC NTE $ 30,500
FF $ 24,400
STATE $ --
Co. $ 6,100

For PR-37:
Field Phase $
PS&E Phase $

CL

Pro-Rata 80%

REMARKS:

1) Attached is a copy of Authority For Survey and sketch maps.
2) Funds for project are available from obligations released on other projects by final voucher submissions and other actions.
3) Structure No. 13825 is on the approved bridge replacement inventory list with a sufficiency rating of 19.5.

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
6-17-81	D.E. Swan	Operation Programming Engineer

9423 6-17-81 Columbia Co.

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

I - IDENTIFICATION

PROJECT NAME: Westport Slough Bridge

HIGHWAY NAME: Woodson Road

HIGHWAY NUMBER: N/A

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2A	Columbia	N/A

LENGTH: 314 Ft.

MILEPOST NUMBER: TO

[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: Columbia County

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER HBR

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [X] GRADING [X] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Replace existing timber bridge across Westport Slough with a prestressed concrete structure. The new structure will be 28' wide x 314' long. The existing bridge is closed to vehicular traffic because of structural problems. Therefore, temporary protection and direction of traffic will not be a significant expense. Staged construction is not required.

II - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1981 - 0 (bridge closed)	1982 - 450

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
35	AASHTO	[ ] LIGHT [ ] MEDIUM [ ] HEAVY

1 Verstoep Don
Anderson
2 Christensen lw
3 Otter OK
Sullivan
Serpin
4 Wolfe

RECEIVED
JUN 29 1981
ROAD DESIGN SECTION

Do what is
Return to
Bring to
Action

APPROVED
Howard E. Serpin
Location Engineer
Date 6/17/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	One 17' lane (bridge) Two 9' lanes (road)	Two 12' lanes (bridge) Two 12' lanes (road)
SHOULDERS	None (bridge) 2' (road)	2' (bridge) 4' (road)
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS		— —
BIKEWAYS		— —
INTERCHANGES		— —
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Westport Slough	☒	☐	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☒	☐	☐
At Grade	☒	☐	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☒	☐	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment	X		
Statewide Assessment		X	
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing _____		X	
Borrow Source		X	
Material Source		X	
Utilities		X	

Type _____

	YES	NO	MAYBE
Hydraulics Study	X		
Soils Investigation (Completed)	X		
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available	X		
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review		X	

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING			X
RIGHT-OF-WAY N/A			
CONSTRUCTION ENGINEERING			X

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT		N/A
CORRIDOR APPROVAL		N/A
FIELD SURVEY	1.0	2.0
PRELIMINARY DESIGN		N/A
DESIGN APPROVAL/FINAL EIS		N/A
RIGHT-OF-WAY DESCRIPTIONS		N/A
RIGHT-OF-WAY ACQUISITION		N/A
P.S. & E. DOCUMENTS		3

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

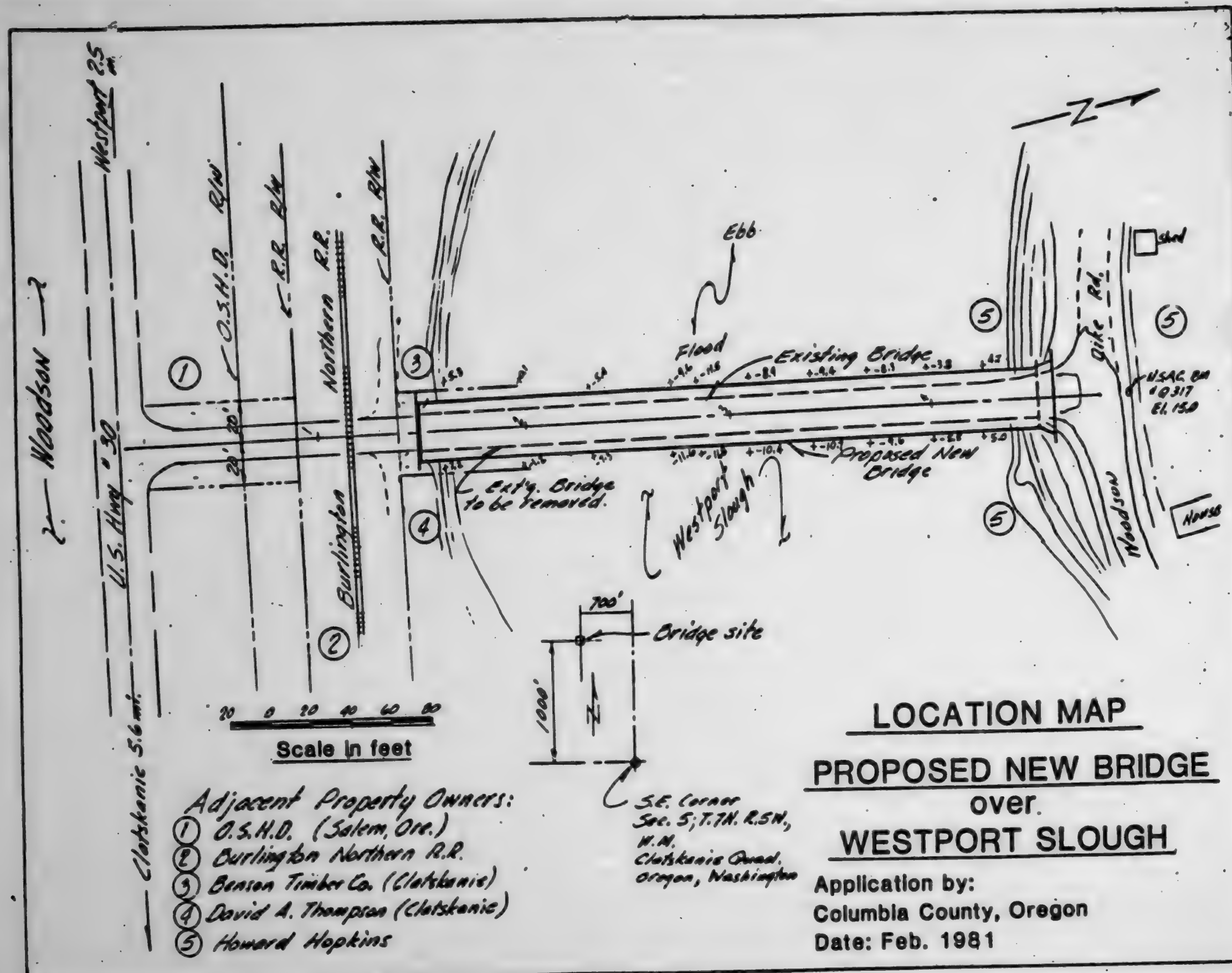
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 30,500	30.500
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES (20 + 314)	380,000	383,000
RAILROAD		
ROADWAY	11,000	11,000
OTHER _____		
ENGINEERING & CONTINGENCIES (40%)	156,000	157,000
PROJECT TOTAL	$577,500	581.500

SUBMITTED BY _____



Adjacent Property Owners:

1. O.S.H.D. (Salem, Ore.)
2. Burlington Northern R.R.
3. Benson Timber Co. (Clatskanie)
4. David A. Thompson (Clatskanie)
5. Howard Hopkins

LOCATION MAP

PROPOSED NEW BRIDGE over WESTPORT SLOUGH

Application by:
Columbia County, Oregon
Date: Feb. 1981

VICINITY MAP

.5 0 1 2

SCALE IN MILES

N

WAHKIAKUM COUNTY

COLUMBIA COUNTY

WASHINGTON

WESTLAND DIST. RD. 4503

WOODSON DIST. RD. 4505

WOODSON RD. 4504

DIKE RD. 4025

WEBB DIST. RD. 4501

MARSHLAND DIST. RD. 4119

MIDLAND DIST. RD. 4127

WOODSON

HUGO HANHI RD. – P-70

OLD HWY. 30 – WOODSON RD. 4140

EDDINGS RD. 4029

OLD

HWY. 30

MARSHLAND

MARSHLAND RD. 4150

ELLIOTT RD. P-2

4033

PALM HILL RD. 4154

4006 BEESON RD.

4101 LUXFORD RD.

ADAMS RD.

ERICKSON

DIKE RD. 4037

COLLINS RD. #1 4014

COLLINS RD. #2 4015

LEWIS RD. 4109

4012 RD.

HERMO 4046

RD. #1

Locoda

Quincy

4046

INGLIS RD. 4054

4005

4003

4134

4186

4165

RUTTER RD.

BEAVER DIKE RD. 4012

4147

4116 MALLORY PARK RD.

4075 JOLMA RD.

4016 COOP RD.

4024 DEPOT ST.

CLATSKANIE

HWY. 30

4087

CLATSKANIE DIST. RD. 4019

HALL RD. 4045

EILERTSEN 4030

47

110

2W

30

31

38

6

PROPOSED BRIDGE

PROPOSED NEW BRIDGE

OVER

WESTPORT SLOUGH

Application by:
Columbia County, Oregon
Date: Feb. 1981

9423 G

June 16, 1981

AGR

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project No. BROS-0500(-)
LGA Consultant Agreement
Westport Slough (Woodson Road) Bridge
Off-System County Road
Columbia County & OBEC

Attached for your consideration are two copies of a Consultant Agreement for preliminary engineering services to be furnished to Columbia County by OBEC Consulting Engineers for subject project.

The Highway Division External Audit Unit has conducted a pre-award audit evaluation and the suggested revisions have been incorporated. A copy of the audit report is attached. The foundation drilling and report referred to in the audit report has been completed and the estimated $8,000 has been omitted from the agreement.

We request approval of the Consultant Agreement, authorization to proceed with work by the consultant and the return of one approved copy of the agreement for our project file.

MCH:pf
Attachment

cc: Jon Rose, Metro

7423

STATE OF OREGON
Highway Division
External Audit - 378-2878

INTEROFFICE MEMO

FILE: AGR

TO: Vernon E. Skoog
Controller

DATE: June 3, 1981

FROM: Richard L. Evans
Staff Auditor Richard L. Evans

SUBJECT: Pre-award Evaluation
Oregon Bridge Engineering Co.
Woodson Bridge/Westport Slough
Columbia County

The proposed agreement between County and Consultant provides for Consultant to perform preliminary engineering on the proposed project for a lump sum amount of $25,000, which includes a fee of $4,000.

Under the section headed PAYMENT, Paragraph 6 states "The cost records and accounts pertaining to the work covered by this agreement are not to be kept available for inspection by representatives of County, State, and FHWA for a period of three (3) years after final payment." This should be revised to state "...are to be kept...".

The fee is stated as approximately 20% of estimated costs. Fees should be stated as fixed fee and not as a percentage of cost. Also the 20% appears to be relatively high; State usually accepts fees that range from 10%-15% of estimated costs.

It should also be noted that the Foundation drilling and report, which is estimated at $8,000, is not included in the lump sum amount of $25,000.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

RLE:cw

9423

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE: May 29, 1981

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Westport Slough Bridge

HIGHWAY NAME: Woodson Road

HIGHWAY NUMBER: N/A

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2A	Columbia	N/A

LENGTH: 314 Ft.

MILEPOST NUMBER: TO

[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: Columbia County

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER HBR

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [X] GRADING [X] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Replace existing timber bridge across Westport Slough with a prestressed concrete structure. The new structure will be 28' wide x 314' long. The existing bridge is closed to vehicular traffic because of structural problems. Therefore, temporary protection and direction of traffic will not be a significant expense. Staged construction is not required.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1981 - 0 (bridge closed)	1982 - 450

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
35		[ ] LIGHT [ ] MEDIUM [ ] HEAVY

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 30,500	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES	380,000	
RAILROAD		
ROADWAY	11,000	
OTHER _____		
ENGINEERING & CONTINGENCIES (40%)	156,000	
PROJECT TOTAL	$577,500	

SUBMITTED BY _____

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment	X		
Statewide Assessment		X	
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing		X	
Borrow Source		X	
Material Source		X	
Utilities		X	

Type _____

	YES	NO	MAYBE
Hydraulics Study	X		
Soils Investigation (Completed)	X		
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available	X		
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review		X	

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING			X
RIGHT-OF-WAY N/A			
CONSTRUCTION ENGINEERING			X

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT		N/A
CORRIDOR APPROVAL		N/A
FIELD SURVEY	1.0	2.0
PRELIMINARY DESIGN		N/A
DESIGN APPROVAL/FINAL EIS		N/A
RIGHT-OF-WAY DESCRIPTIONS		N/A
RIGHT-OF-WAY ACQUISITION		N/A
P.S. & E. DOCUMENTS		

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	One 17' lane (bridge) Two 9' lanes (road)	Two 12' lanes (bridge) Two 12' lanes (road)
SHOULDERS	None (bridge) 2' (road)	2' (bridge) 4' (road)
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Westport Slough	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☒	☐	☐
At Grade	☒	☐	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☒	☐	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

Project Westport Slough Bridge, Woodson Road

Agency Columbia County Date May 29, 1981

Type of Project Bridge Replacement

Funds SOS FAIX FAUS FASC Title II (HBR)

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	( )	( )	(X)
Monitor PE	( )	(X)	( )	( )
Field Survey	( )	( )	( )	(X)
Prepare Environmental Statements	(X)	( )	( )	( )
Review & Process Envir. Statements	(X)	( )	( )	( )
Public Hearings	(X)	( )	( )	( )
Citizen Involvement	( )	( )	(X)	( )
Action Plan Requirements	( )	( )	(X)	( )
Preliminary Design Plans & Specs.	( )	( )	( )	(X)
Prepare for Contract Bids	( )	(X)	( )	( )
Advertise, Let and Award	( )	(X)	( )	( )
Major Construction Engineering	( )	( )	( )	(X)
Lab Testing, Final Checking	( )	(X)	( )	( )
Utility Responsibility	( )	( )	(X)	( )
Maintenance After Completion	( )	( )	(X)	( )
Signal Maintenance	(X)	( )	( )	( )
Power Consumption	(X)	( )	( )	( )
Local Match	( )	( )	(X)	( )
Provide for Right-of-way Agreement		(Yes)	No	

Construction by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (X) Construction (X) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

9423

Form E-39 (Rev. 8-71)

(WSB0001)

Planning file 79-29

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Westport Slough ~~Bridge~~ (Woodson Rd) Bridge — Date May 29, 19 81

Highway Woodson Road — Authorization No. 1

County Columbia #5 — Survey Prefix 205-1995 (Assigned by Salem office)

Description of termini, route, length, etc.:
The bridge is located on Woodson Road, approximately 4.1 miles above the mouth of Westport Slough at the town of Woodson, Oregon, section 5, T. 7N., R.5W. W.M. Cathlamet quadrant. The bridge is adjacent to the Lower Columbia River Highway at m.p. 67.95.

Proposed:
Replace existing timber bridge across Westport Slough with a prestressed concrete structure, grading and paving on bridge approaches.

Purpose of survey:
Consultant will perform preliminary engineering.

State will monitor, prepare the bidding and contract documents, advertise for bid proposals, and award the construction contracts.

Estimate of cost: $577,500
Funding: HBR
Category: Class II, Categorical Exclusion

Field Survey	(901)	1,600
Citizen Participation	(902)	
City or County	(903)	
Consultant (as per agreement)	(904)	25,000
Final Design	(905)	500
Bridge Design	(906)	1,500
Preliminary Design	(907)	0
R/W Description	(909)	0
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	300
Utility	(914)	
Photogrammetry	(918)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	100
Specifications	(921)	1,200
Administrative Services	(922)	100
Environmental	(923)	200
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	0
Seminars & Training	(950)	
Hearings	(980)	
Personal ~~Leave Time~~	(960)	

BROS-0500(3)
6-22-81

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Comm. Approval 7-27-81

RECEIVED
JUN 29 1981
LOCATION SECTION

Total estimated cost of survey	$ 30,500
Previous authorization	0
Additional authorization requested	0
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
CURTIS H. DUVAL, Metro Location Engineer
Field Engineer

Recommended for Approval:
Regional Engineer
D.R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

M
Dont

0423

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTRAOFFICE MEMO
Telephone: 238-8226
Date: May 29, 1981

TO: D. H. MOEHRING Att: D. E. Swan
Ass't State Highway Engineer

File No: 79-29

FROM: TED SPENCE
Plan and Program Manager

NOTE
E. S. HUNTER

SUBJECT: Westport Slough Bridge
Bridge Replacement
Woodson Road
Columbia County

Here is our programming packet for the subject project. Included are a Project Request, Authority for Survey, Project Classification Request, Location Prospectus, Agreement Information Sheet, Consultant Agreement, and pictures of the project site.

This is a Highway Bridge Replacement project sponsored by Columbia County. Inclusion in the MSD TIP is not a requirement for this project.

Our Environmental Unit has recommended a Class II Categorical Exclusion treatment. There is waterway involvement with Westport Slough.

Foundation exploration and some preliminary engineering has already been accomplished by OBEC Consulting Engineers using funding supplied by Columbia County. OBEC has advised us by letter that the enclosed consultant agreement for $25,000 represents only PE work remaining to be done. We have advised OBEC that work done prior to the date of federal approval for this project is not eligible for federal reimbursement.

Please request FHWA approval and obligation of $30,500 TEC at this time for preliminary engineering.

COMMISSION APPROVED
1-27-81 FOR FY81

po

cc: Frank Terpin
Robin Brooks
Project Development Units

Attachments

D. E. Swan - Please Program & Update PMS.

E. S. Hunter	R. Trygstad
D. H. Moehring	D. O. Christensen
G. Bell	J. Sullivan
L. E. George	F. W. Yarbrough
G. Potter	J. Grassman
F. E. Terpin	F. Lowe
W. J. Hart	Metro:
J. B. Boyd	Ted Spence

RECEIVED TECHNICAL SERVICES JUN 1'81 REFER TO FOR: Info, Invest, R/D, D/R, Sign, Act, File

VICINITY MAP

.5 0 1 2

SCALE IN MILES

N

WAHKIAKUM
COLUMBIA

CO.
CO.

WESTLAND DIST. RD. 4503

WOODSON DIST RD. 4505

WOODSON 4504

4025 DIKE RD.

WEBB DIST. 4501 RD.

4127 MIDLAND DIST. RD.

4119 MARSHLAND DIST. RD.

4101 LUXFORD RD.

4006 BEESON RD.

4137 POINT ADAMS RD.

ERICKSON

DIKE 4037 RD.

4046 HERMO

COLLINS RD. #1

4014

LEWIS RD. 4109

4012 RD.

KOLA RD. 4084

ERICKSON

COLLINS RD. #2

4015

RANTALA RD. 4173

INGLIS RD. 4064

4005

4134

4080 KALLIO RD.

4012 BEAVER DIKE RD.

4147

4116 MALLORY PARK RD.

4165

OLD HWY. 30

4075 JOLMA RD.

4016 COOP RD.

CLATSKANIE DIST. RD. 4019

4024 DEPOT ST.

CLATSKANIE

HAVEN ACRES RD. 4087

HWY. 30

4087

WOODSON

HUGO HANHI RD. P-70

4140 OLD HWY. 30 WOODSON RD.

4029 EDDINGS RD.

OLD

4150 MARSHLAND RD.

4154 PALM HILL RD.

4033

P-2 ELLIOTT RD.

MARSHLAND

HWY. 30

47

110

4045 HALL RD.

EILERTSEN 4030 RD.

PROPOSED BRIDGE

PROPOSED NEW BRIDGE
OVER
WESTPORT SLOUGH

Application by:
Columbia County, Oregon

1423

Memorandum

U.S. Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS-0500(-)
Westport Slough (Woodson) Bridge
Woodson Road, Columbia County

Date: May 28, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your May 7, 1981 letter has been reviewed.

We concur in your classification of this project as a categorical exclusion.

Original Signed By
E. J. VALACH
Program Development
Engineer

Dale E. Wilken

NOTED
E. S. HUNTER

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg I)

RECEIVED
TECHNICAL SERVICES
JUN 1 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7423: C

OBEC CONSULTING ENGINEERS

May 15, 1981

Mr. Jeff Kaiser
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: Westport Slough (Woodson) Bridge
OBEC Job No. 109-16

Dear Mr. Kaiser:

Enclosed is a copy of the letter from the Coast Guard regarding the Woodson Bridge permit application.

Please let us know if we can supply anything further.

Very truly yours,

Willis G. Worcester
Office Engineer

WGW:ps
Enclosure

COPIES TO DON TROUT & BRIDGE 6-30-81 WGW

MA PDM PDE FFM SPC
ODOT - METRO

MAY 18 1981

BMTPAR PPC FILE

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

79-29

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH 98174
PHONE (206) 442 5864

16591
Serial 70
3 March 1981

OBEC Consulting Engineers
ATTN: Mr. Willis G. Worcester
Office Engineer
244 Country Club Road
Eugene, Oregon 97401

RE: Proposed Replacement Bridge Across Westport Slough, Mile 4.1, at Woodson, Oregon

Gentlemen:

Your letter of 13 February 1981 making application for a permit to construct a replacement bridge across Westport Slough, mile 4.1, at Woodson, Oregon has been received. A review of our files indicates that Westport Slough, from the existing bridge to its upstream limits, was placed in "Advance Approval" in 1959.

"Advance Approval" waterways are minor navigable waterways over which bridges providing clearances adequate for the safety of the structure during high water can be constructed without further approval, therefore, a Coast Guard bridge permit will not be required for the above referenced bridge.

For record purposes it is requested that this office be notified at start and completion of the new bridge. If you have any questions, please contact Mr. John Mikesell or Mr. Wayne Lee of my Bridge Administration staff.

Your cooperation is appreciated.

Sincerely,

J. H. HOLMEAD III
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

SPEED LIMIT 55
It's a law we can live with.

9423

DBEC CONSULTING ENGINEERS

May 12, 1981

MA PDM PDE FFM SPC
ODOT - METRO

MAY 14 1981

BM PAR PPC FILE T/A

Mr. E. C. Mershon
Program Engineer
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

Re: Woodson Bridge, Westport Slough
West Lane Bridge, Scappoose Creek
Nehalem Street Bridge, Clatskanie River
Columbia County

Dear Sir:

Reference is made to your letter of May 8th, concerning three projects in Columbia County.

WOODSON BRIDGE - WESTPORT SLOUGH - Off System

Our records show this project was submitted for eligibility of funding in late 1980, resubmitted along with the Consultant's P.E. Agreement in February 1981, since Jon Rose failed to receive the County's original application. Separate agreement with Columbia County called for us to spend a limited amount of money to obtain the necessary foundation data and for submittal of the Coast Guard Application. As you know, a certain amount of preliminary study and design is necessary in order to prepare the documents for the Coast Guard Application.

These monies were authorized to speed up the project for it was assumed any delay would be in waiting for Coast Guared approval.

Foundation drilling and staff work for the Coast Guard Permit has been completed and paid for by the County. The Corps of Engineers Permit, Division of State Lands Permit, Fish and Game and other environmental considerations are still to be done under the basic consultants agreement.

I have reviewed the project with our Chief Engineer Lou Pierce, and we are in agreement that the work completed to date represented that necessary to make the Coast Guard Application and to establish the funding needs for the project; and that all the work remaining to ready the project for bidding is represented by the Consultants Agreement.

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

The only change needed in the basic agreement is to strike out the request for reimbursement of the foundation drilling costs if they are not eligible for Federal participation.

WEST LANE BRIDGE - SCAPPOOSE CREEK - On System

This structure was originally designed and advertised in May 1980. Early this year Columbia County requested HBR funding for construction and later requested FASC funding be borrowed ahead and used instead.

No work has been done on the project awaiting approval of the Consultants Agreement, with the exception of sending you the vicinity map and project limits as per your personal request. Our Agreement on Page 2 of 5, Exhibit A, shows $8,307.65, previously paid plus an amount of $4,272.00 for the revision tp the project to include the grading and paving. If the County cannot be reimbursed for the monies previously spent then you may delete item (j) on Page 5 of 5, Exhibit A. I see no other proplems.

NEHALEM STREET BRIDGE - CLATSKANIE RIVER - Off System

Project request sent to Metro in March and Consultants Agreement in April 1981.

No engineering work has been done on the project pending approval of the agreement, except for a site survey which was performed in conjunction with an investigation of damage to the bridge due to the settlement of an adjacent building. This is a separate agreement with the City of Clatskanie.

The agreement shows an estimate for foundation drilling by OSHD which is not a part of the Lump Sum fee. This estimate can be deleted if you wish, otherwise we see no change in the Agreement.

Woodson Bridge has been closed since late September 1980, and much effort by State Representative Caroline Magruder and the entire County Board of Commissioners has gone into arranging financing to rebuild this structure - including the advancement of County funds for foundation borings and initial studies for the Coast Guard Permit. The delay in processing the project request and Consultants Agreement has not gone unnoticed by these people - I have been asked to appear before the board on May 13th, with an explanation of the delays on their projects and to project probable completion dates. I may not be able to give a very definite answer. It would seem appropriate if you would furnish the Board and Representative Magruder with an estimate of the time that will be required to process these agreements so that we might plan accordingly.

Very truly yours,

W. A. Palmateer
General Manager

WAP:seb
cc: Columbia County
Walter J. Hart
Rep. Caroline Magruder

9423

STATE OF OREGON

INTEROFFICE MEMO

TO: Jon Rose
Regional Federal Aid Engineer

DATE: May 5, 1981

DES 23
13821A

FROM: Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT: Westport Slough (Woodson) Bridge
Columbia County

I have reviewed the preliminary design report for the proposed replacement of the Westport Slough (Woodson) Bridge in Columbia County. I concur with the consultant's recommendation on the type of structure and project geometry.

The county can advise the Oregon Bridge Engineering Company to proceed with design subject to execution of any necessary agreements.

The Woodson Bridge has been approved as a Highway Bridge Replacement Project by the Oregon Transportation Commission. It was anticipated that it would be funded out of Federal Fiscal '81 Apportionment. Those funds are currently available, but they are subject to the same constraints on gross federal aid funding that apply to other programs.

WJH:jrb

cc: Project Management
Herb Schell, FHWA

Contains
Recycled
Materials
81-125-1387

7423

FEDERAL AID PROJECT REQUEST

Date February 27, 1981

Applicant Agency Columbia County, Oregon
Request for: Off-System____, FAS-C____, FAUS____ Project, X HBR
Federal Aid Route No.____ Route Name Woodson Road
Project Name Westport Slough (Woodson) Bridge

Project Length 314' Project Location (Attach sketch map)
Project Description Replacement of existing timber bridge across Westport Slough.
New bridge will be constructed of prestressed concrete slabs on steel pile bents.

Average Daily Traffic 450 (estimated) Design Speed 35

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18' Travel Lanes 2 Shoulders 2'
Medians____ Parking____
Sidewalks____
Remarks Bridge is unsafe and is closed to all traffic.

2. Desired Roadway Cross Section: (Attach sketch)

Width 24' Travel Lanes 2 Shoulders 4'
Medians____ Parking____
Curbed____ Length Curb Radii____
Sidewalk/Bikeway____
Remarks____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40' Minimum 40' Maximum 40'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Flashing red/yellow and stop sign at intersection of Woodson Road and U.S. Highway 30, about 150 feet south of the south end of the existing bridge.

2. Proposed Signalization:

Location Same as above
Type
Phases
Type of Suspension Overhead wire
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? Include in project

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location U.S. 30 M.P. 67.95, Section 5, T.7N., R.5W, W.M., Cathlamet Quad.
Type Timber
Approach Roadway Width 18' Shoulder Width 2'
Length 304' Width 17' Roadway
To remain in place? No

2. Proposed Structure:

Location Same as existing bridge
Approximate Size: Length 314' Width 28'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No. Provisions will be made for future attachment of utilities.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Railroad crosses roadway about 30 feet from south end of existing bridge.

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes X No

Name of Railroad Burlington Northern
Existing Crossing Protection Signs only

2. Will existing railroad crossing be altered? No

Remarks Only one or two trains per day are reported passing project location.

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — County Commissioners Office
2. Environmental — County Commissioners Office
3. Public Hearing — County Commissioners Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State ____ Consultant X

2. Project construction engineering to be performed by:

Applicant_____ State_____ Consultant X

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No X
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

	OBEC Estimate	ODOT Estimate
Roadway Work	$ 11,000	11,000
Right-of-way costs (if participating)	--	
Traffic control	--	
Illumination	414,000	
Structures		380,000
Railroad	50,000	
Other Foundations & Construction Engineering	25,000	156,000 (40% E+C)
Preliminary engineering		30,500
PROJECT TOTAL	$500,000	577,500

Remarks_____

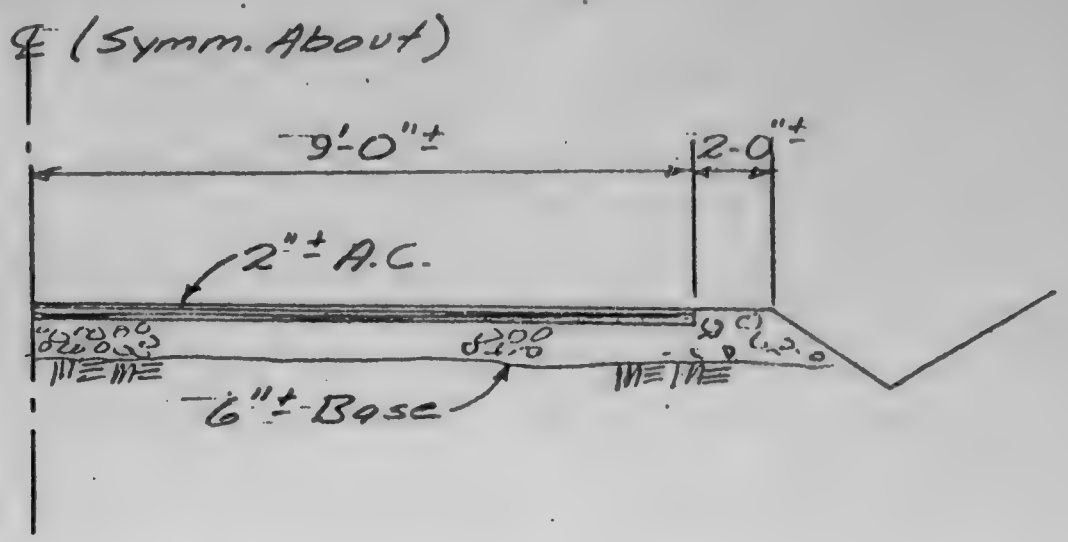
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Columbia COUNTY

By _____ By Robert M. Hunt-absent-vacation

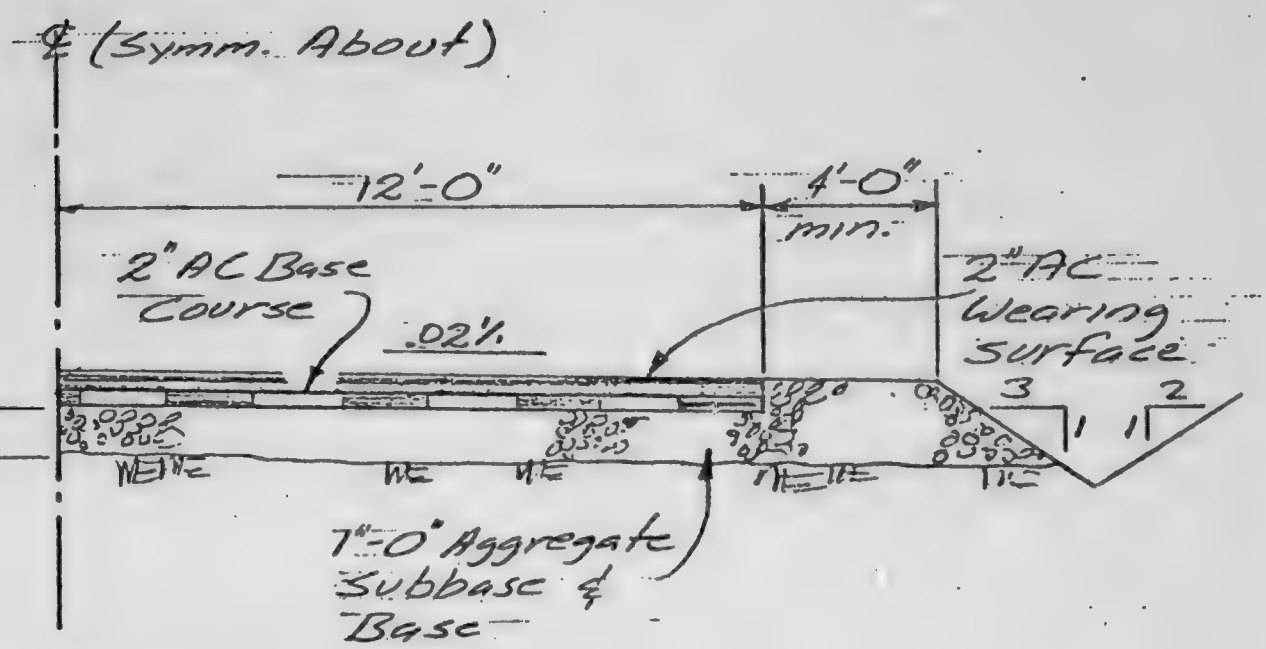
By _____ By Marion Sakagami

By [signature]



EXISTING ROADWAY

No Scale



NEW ROADWAY

No Scale

WOODSON BRIDGE

COLUMBIA COUNTY

9423

OBEC CONSULTING ENGINEERS

February 13, 1981

Commander
Thirteenth Coast Guard District
Aids to Navigation Branch
915 Second Avenue
Seattle, WA 98174

Dear Sir:

Application is hereby made by OBEC Consulting Engineers on behalf of Columbia County (Columbia County Courthouse, St. Helens, Oregon 97051) for permission to replace the existing bridge across Westport Slough at the town of Woodson, Oregon. The bridge (County No. 100, State No. 13821) is located about 4.1 statute miles above the mouth of Westport Slough in the southeast corner of section 5, T.7N., R.5W., W.M., Cathlamet, Oregon-Washington quadrangle.

It is estimated that the new bridge will cost about $500,000. The proposed new bridge would provide less horizontal but greater vertical navigation clearance than does the existing bridge. The horizontal clearance shown will be more than adequate for local water traffic.

The existing bridge was constructed with a removable center span. No accurate records are available, but the draw span is reported to have been opened only once in recent years to allow a house loaded on a barge to pass through.

The applicant sees no need for a draw span to be incorporated in the design of the new bridge, as its cost would be substantial (estimated at an additional $35,000) and its usefulness very limited. Otherwise no differentiation is made between the proposed structure and one without a "navigation increment" of cost. The preliminary design submitted combines good horizontal and vertical roadway alignment and also adequate clearances for navigation. There is no industry upstream of the bridge served by traffic which would require greater clearances than those shown on the attached sketch.

The proposed new bridge will be built on the same centerline, and on essentially the same grade line, as the existing wood structure. It will therefore have no significant adverse impact on the environment. Positive impacts in the form of increased public safety and convenience can be attributed to this proposal. An environmental analysis describing these impacts has been prepared in the format of Section 102(2)(c) of the National Environmental Policy Act of 1969. Two copies are enclosed.

The old bridge is now closed to all traffic. Replacing it with a useable new structure is not expected to significantly increase traffic volume in the area. Traffic patterns will change as the access to U.S. Highway 30 formerly provided by the old bridge is restored.

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

There are no wildlife or water fowl refuges, recreation areas, public parks, or historic sites in the vicinity or in the way of the bridge or its approaches, according to the Environmental Section of the Oregon State Highway Division.

Legislative authority for construction of the new bridge is found in the General Bridge Act of 1946 and in Oregon Revised Statutes (ORS) 541.065 - 541.695.

The existing bridge will be removed either before or during construction of the new bridge, and will be properly disposed of.

OBEC Consulting Engineers derives authority to make this application from the enclosed letter from Mr. Robert M. Hunt, Chairman of the Columbia County Board of Commissioners, dated October 5, 1980.

The proposed project will require permits from the Oregon Division of State Lands and the U.S. Army Corps of Engineers. The applications will be submitted to these agencies at the appropriate times.

Federal Highway Bridge Replacement (HBR) funds are available and are being applied for by Columbia County at the present time. Notice of approval of funding will be forwarded upon receipt.

Very truly yours,

Willis G. Worcester
Office Engineer

WW:li

Enclosures: Vicinity Map
Location Map
Plan & Elevation
Environmental Assessment
Letter from Robert M. Hunt

VICINITY MAP

.5 0 1 2

SCALE IN MILES

N

WAHKIAKUM COLUMBIA

CO. CO.

WASH

WESTLAND DIST. RD. 4503

WOODSON DIST RD. 4505

WOODSON RD. 4504

4025 DIKE RD.

WEBB DIST. RD. 4501

MARSHLAND DIST. RD. 4119

MIDLAND DIST. RD. 4127

4127 MIDLAND DIST. RD.

4006 BEESON RD.

4101 LUXFORD RD. / 4101

WOODSON

HUGO HANHI RD. P-70

OLD HWY 30 - WOODSON RD. 4140 / 4029 EDDINGS RD.

2W 30

PROPOSED BRIDGE

MARSHLAND

HWY. 30

4150 MARSHLAND RD.

P-2 ELLIOTT RD. 4033

4154 PALM HILL RD.

47 110

4045 ELLERTSEN 4030 HALL RD.

31 ERICKSON

31 FIRST POINT ADAMS RD.

4037 DIKE RD.

4037 RD.

4046 HERMO

COLLINS RD #1 4014

COLLINS RD. #2 4015

LEWIS RD. 4109

ERICKSON

4012 RD.

4046 RD.

Locoda

Quincy

4046

KALLUNKI RD.

4036 KOLA RD.

403 ERICKS

RANTALA RD. 4173

INGLIS RD. 4064

4005

4000 KALLIO RD.

4134

4186

COLLINS

4012 BEAVER DIKE RD.

4147

4116 MALLORY PARK RD.

4165 RUTTER RD.

OLD HWY. 30

4075 JOLMA RD.

4016 COOP RD.

4024 DEPOT ST.

CLATSKANIE

CLATSKANIE DIST. RD. 4019

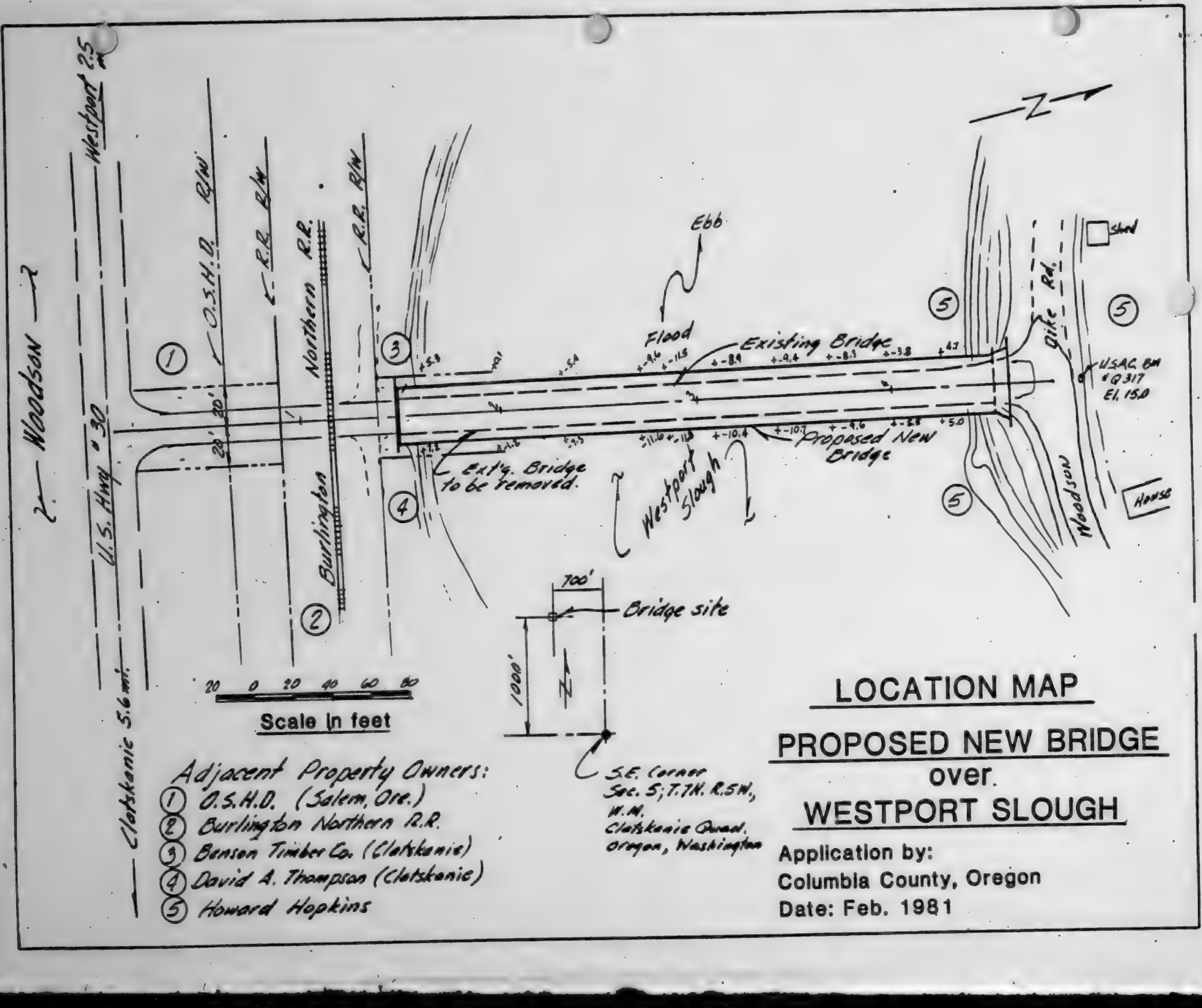
HAVEN ACRES RD. 4087

PROPOSED NEW BRIDGE

OVER

WESTPORT SLOUGH

Application by:
Columbia County, Oregon
Date: Feb. 1981



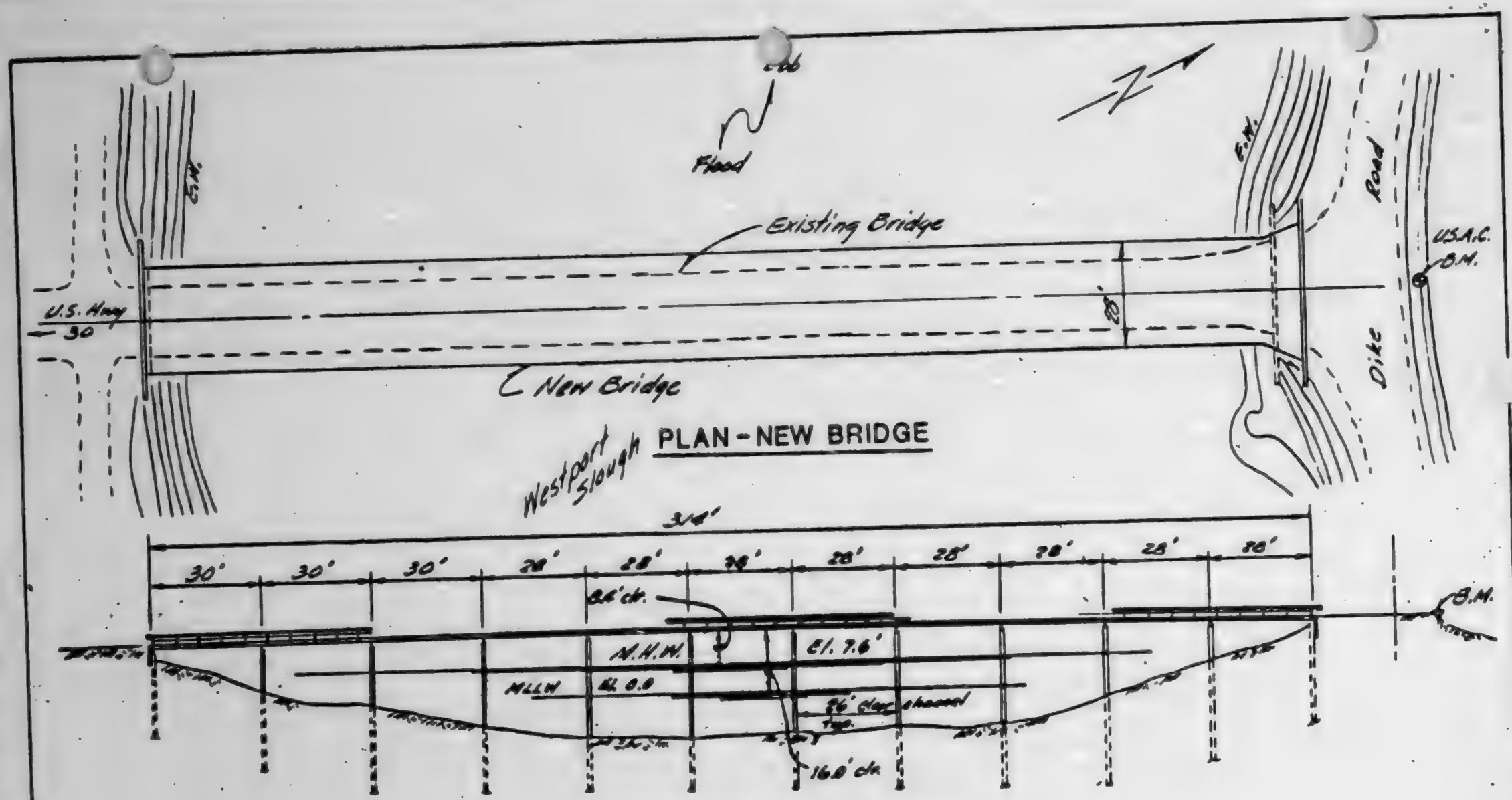
Adjacent Property Owners:

1. O.S.H.D. (Salem, Ore.)
2. Burlington Northern R.R.
3. Benson Timber Co. (Clatskanie)
4. David A. Thompson (Clatskanie)
5. Howard Hopkins

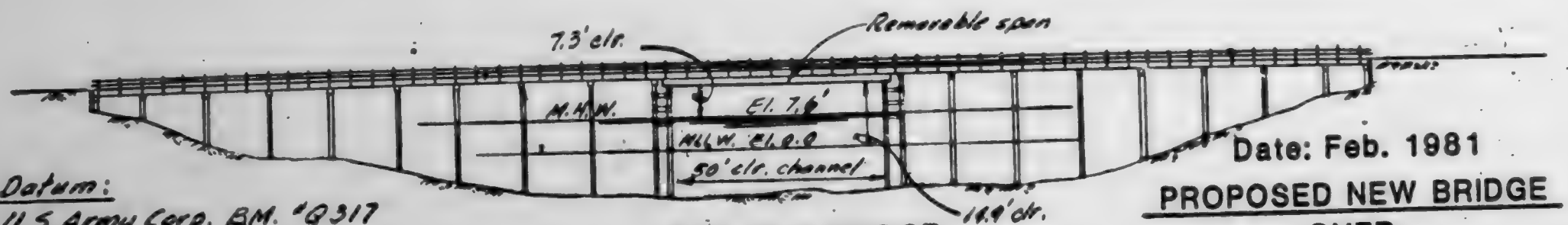
LOCATION MAP

PROPOSED NEW BRIDGE over WESTPORT SLOUGH

Application by:
Columbia County, Oregon
Date: Feb. 1981



ELEVATION - NEW BRIDGE



EXISTING BRIDGE

40 0 40 80

Scale in feet

Datum:
U.S. Army Corp. BM. #Q317
North side Dike Rd.
Elev. 15.0'
Tide Datum: Tidal B.M. -
Tongue Point, Astoria (NGVD 1929)

Date: Feb. 1981

PROPOSED NEW BRIDGE
OVER
WESTPORT SLOUGH

Application by:
Columbia County, Oregon

f. 109-1c

COLUMBIA COUNTY

BOARD OF COMMISSIONERS

ROBERT M. HUNT, CHAIRMAN
MARION SAHAGIAN
A. J. "JAY" AHLBORN

COUNTY COUNSEL
JILL THOMPSON

ADMINISTRATIVE STAFF
GLORIA SALVEY
ROBERTA STUBBS

331 Courthouse, St. Helens, Oregon 97051

TELEPHONE (503) 397-4322

October 5, 1980

Received NOV 7 1980

Mr. W. A. Palmateer, General Manager
OBEC
244 Country Club Road
Eugene, Oregon 97401

Dear Wally,

The Board of Commissioners has approved expenditures in the amount of $13,000 for preliminary studies to replace the Woodsen Bridge in the Clastskanie area.

This letter is to authorize your firm to conduct these studies.

Commissioner Ahlborn is our contact person and you may direct any questions or correspondence to him.

Sincerely,

Bob

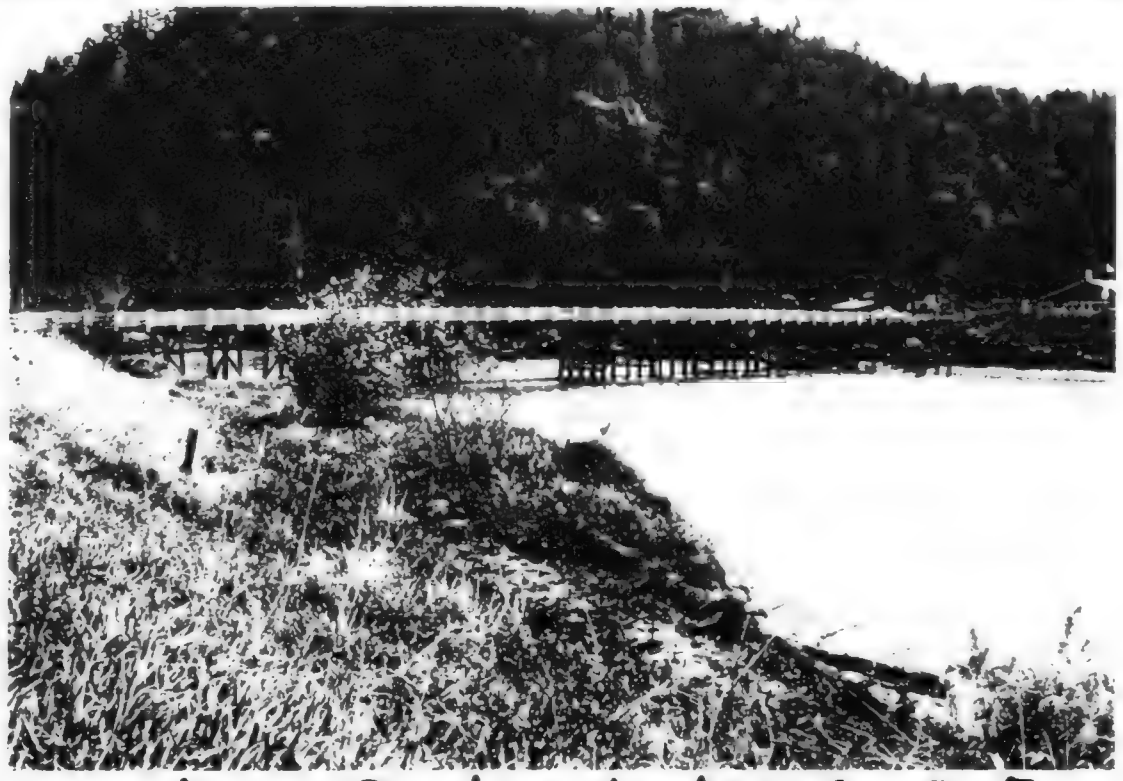
Robert M. Hunt

RMH:rs

P.S. I am enclosing some correspondence that I have received on the Bailey Bridge.

Encl.

Woodson Bridge looking North



Woodson Bridge looking S.E.

Woodson Bridge looking South

9423

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date February 10, 1981

Section Westport Slough (Woodson) Bridge

City Woodson Hwy. No. ~~30~~

Highway ~~U. S. 30~~ WOODSON ROAD

Begin M.P. 67.95 Length 314'

County Columbia

Program Estimate $500,000

Region 1

Funding Source HBR

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives): To replace the existing structure which is now closed to all traffic due to its unsafe condition. The proposed new bridge would be on the same centerline and gradeline as the existing, but would be 28 feet wide. The superstructure would consist of 12-inch prestressed concrete slabs resting on steel piles and pile caps. Spans would be 28-30 feet, and the existing draw span would be eliminated. The new bridge is needed for public travel, and also for use for fire equipment, ambulances, and school busses.

C. Recommended Project Classification:

Project Class		Documentation
_____	I	Draft and Final EIS
___X___	II	Categorical Exclusion
_____	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding

__ Cultural Resource Survey

__ Section 106 Procedures

__ Noise Study Report

__ Indirect Source Construction Permit

__ Section 4(f) Determination

Basis for Recommended Classification: The new bridge would be built at the same location as the existing bridge, and would not require any new right-of-way. Its only effect would be to carry the traffic which has not been allowed to use the old bridge since its closure. The proposed bridge replacement would constitute a non-major action.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	1 (closed)	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	No	No
Average Daily Traffic (Volume and Year)	0 (1981)	450 (Est.)
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	N/A	None/20

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	None
Estimated Number of Parcels	None
Residential Relocation (No.)	None
Business Relocation (No.)	None

Describe:

2. Estimated Impact on Land Use: None. Reopening access at the project location would have no direct effect. The predominant land use in the area is agricultural.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety: Traffic volume will return to the level carried by the old bridge before closure, estimated at 450 vehicles per day. Flow and pattern will be similar to conditions before closure of old bridge. Safety will be increased by the increased bridge width of 28 feet and by the much improved load capacity and structural integrity. Restoring easy access to the area by emergency vehicles will also contribute to public safety.

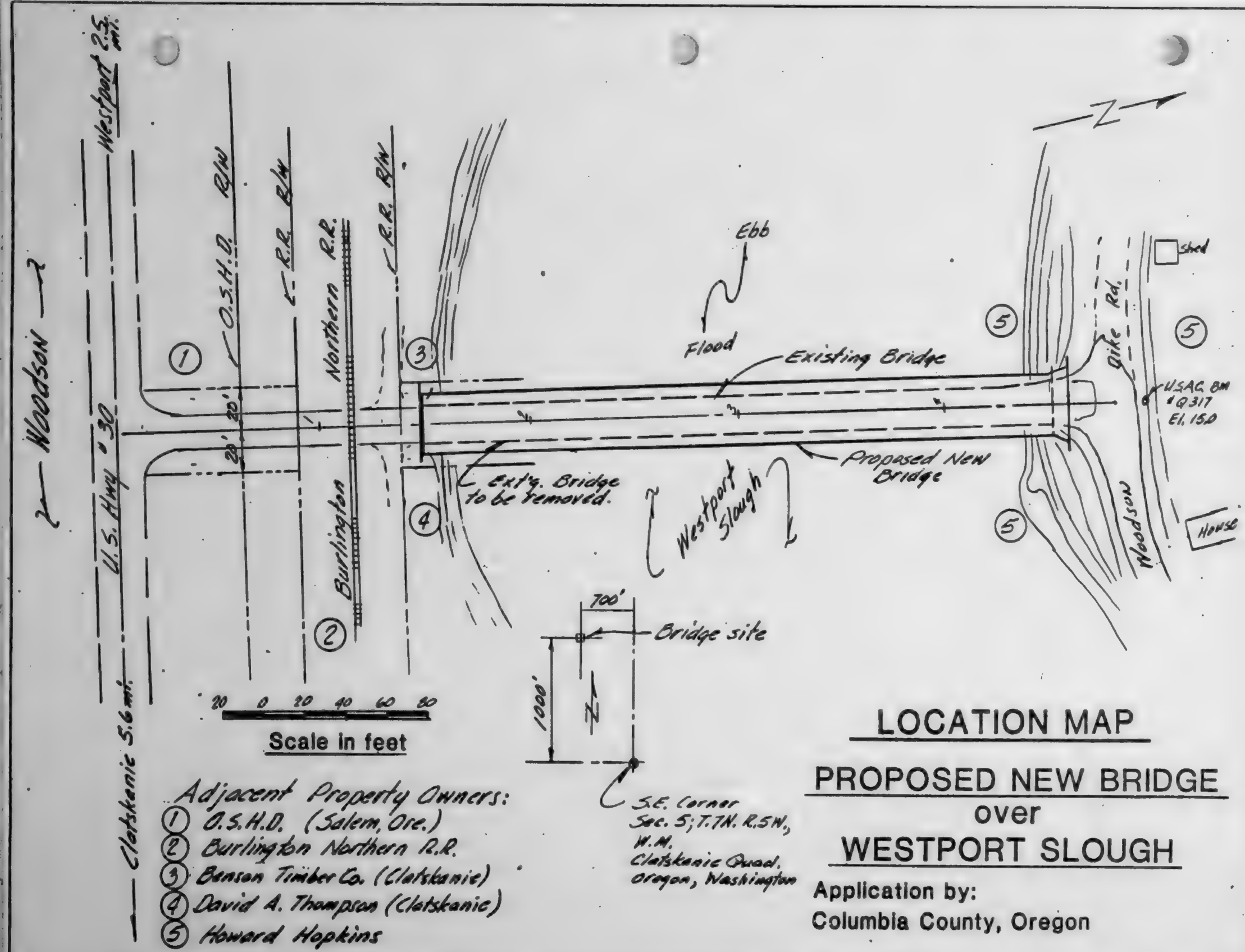
4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources: None, except for very minor temporary impacts during pile driving. No excavating or filling will be done in the slough. There are no known rare or endangered species of wildlife in the project area, according to the region fish and wildlife biologists. The bridge design and construction techniques will cause minimal impacts on the environment.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources: None. No lands or properties of these types are within or near the project area. In any event, the project will be constructed entirely within the existing right-of-way.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues: None.

Name of Preparer and Phone Number: OBEC Consulting Engineers (Willis G. Worcester) 503-683-6090

JEF KAISER (ODOT) 238-7439



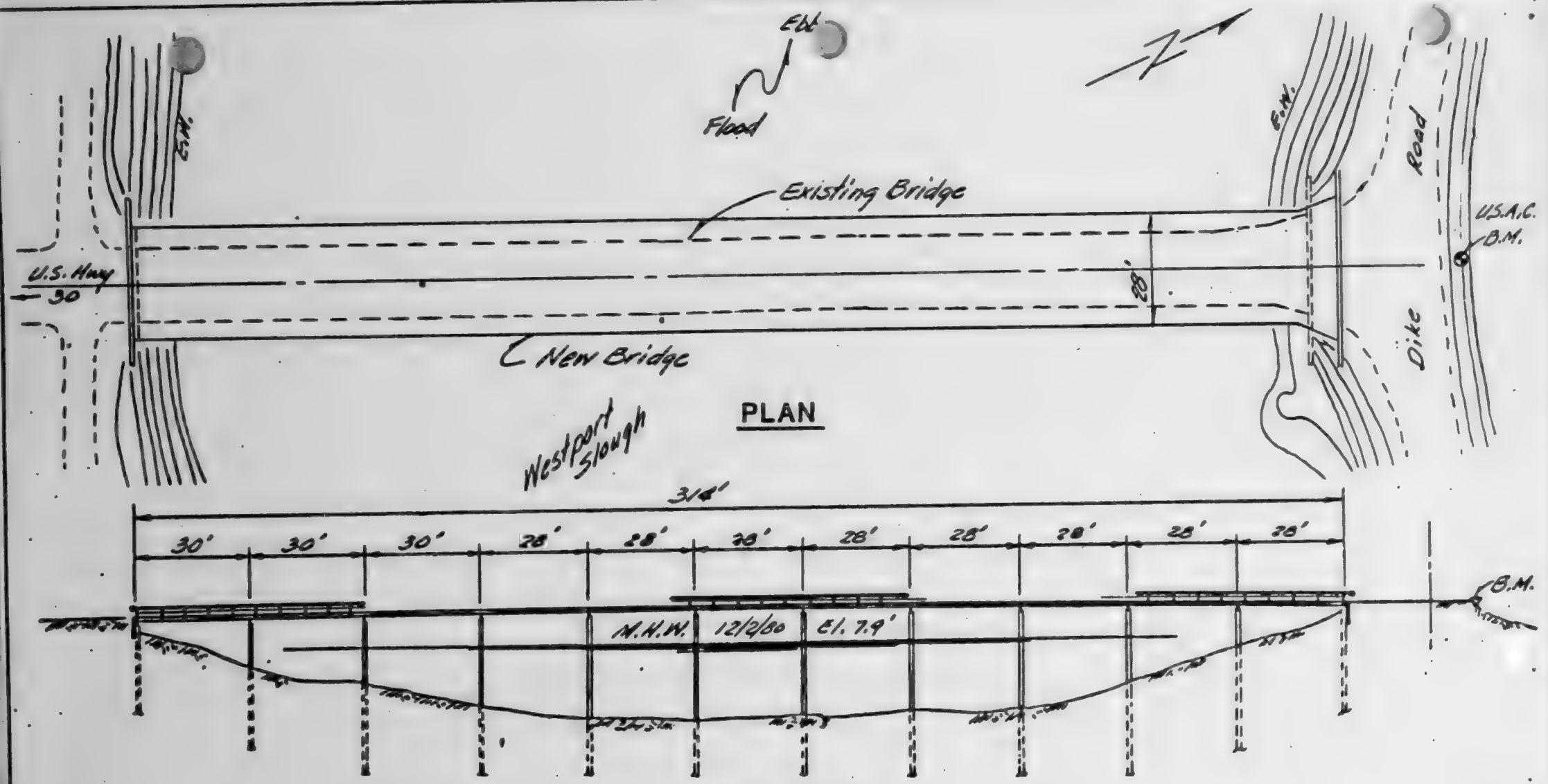
Adjacent Property Owners:

1. O.S.H.D. (Salem, Ore.)
2. Burlington Northern R.R.
3. Benson Timber Co. (Clatskanie)
4. David A. Thompson (Clatskanie)
5. Howard Hopkins

LOCATION MAP

PROPOSED NEW BRIDGE over WESTPORT SLOUGH

Application by:
Columbia County, Oregon



Datum:
U.S. Army Corp. BM. #Q317
North side Dike Rd.
Elev. 15.0'

PROPOSED NEW BRIDGE
OVER
WESTPORT SLOUGH

Application by:
Columbia County, Oregon

9423

GENERAL FILES

DRAFT FOR MR. YTURRI'S CONSIDERATION

December 24, 1980

File: PLA 14-1

The Honorable Caroline P. Magruder
State Representative
Route 2, Box 36
Clatskanie, Oregon 97016

Dear Mrs. Magruder:

The Woodson Bridge has been recommended for inclusion in the Highway Bridge Replacement Program by the Highway Bridge Replacement Advisory Committee. The Bridge Replacement Program will be reviewed by the full Transportation Commission at its January meeting. I would anticipate a favorable response by the Commission regarding the bridge.

If I may be of further assistance, please let me know.

Sincerely,

Anthony Yturri
Chairman

bc: H. S. Coulter

CAROLINE P. MAGRUDER
WASHINGTON AND COLUMBIA COUNTIES
DISTRICT 1

REPLY TO ADDRESS INDICATED:

☐ HOUSE OF REPRESENTATIVES
SALEM, OREGON 97310

☐ RT. 2, BOX 36
CLATSKANIE, OREGON 97016

COMMITTEES
MEMBER:
AGRICULTURE AND NATURAL RESOURCES
STATE GOVERNMENT OPERATIONS

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

December 15, 1980

Anthony Yturri, Chairman
Oregon Transportation Commission
c/o Yturri, Rose and Burnham
89 SW Third
Ontario, OR 97914

Dear Mr. Yturri:

During your regularly scheduled meeting of the Oregon Transportation Commission the agenda will include a discussion of replacement of the Woodson Bridge at Woodson, Oregon in Columbia County which is in District 1. This is an emergency situation.

The original bridge was built in 1928. It has been in dangerous condition for a number of years and suddenly when several of the piling cracked the bridge was closed by the officials.

The structure is located at the historical "Wood's Landing" area. It is constructed over the Westport Slough and has an expanse of 300 feet. It serves a number of families in the area and is a direct route to the Columbia River. The closure has caused great inconvenience and dangerous conditions for emergency vehicles and school busses cannot enter the area.

The citizens of the area would appreciate your consideration of giving top priority to this project.

Sincerely yours,

Caroline Magruder

Caroline P. Magruder
Representative, District 1

CPM/ps

Contact for Todd

RECEIVED
STATE HWY ENG
DEC 23 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1982 TV Hwy. Grade Separation 9424
on the TV Hwy. in Beaverton
(Railroad Relocation)

C & A 7438 10/12/81

9424

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: June 29, 1989

In Reply Refer to
File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Kenneth E. Husby, Manager
Office of Operations,
Maintenance and Construction

SUBJECT: Closing Reports
Final Report on Settlement
Contract Litigation

For your information only, I have attached copies of the final reports on settlements (closing reports) from our Attorney Generals office for the following projects:

1. O. B. Riley Road-SE Brosterhous Road, Contract No. 9965
   Douglas S. Coats, Inc. vs. State of Oregon
   Deschutes County F.A. No.: F-4-2(19) and HES-4-2(14)

2. T.V. Highway Grade Separation, Contract No. 9424
   Ross Bros., Inc. vs. State of Oregon
   Washington County State project

3. Coral Construction Co. vs. Burnley, et al
   U.S. District Court No. CV 88-255 DA
   Portland, Oregon

This should close the books on these three cases.

KH:SL:sw

Attachments

cc: William F. Cloran
William Anhorn w/attach.

06273s

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JUL 5 '89
ASSIGNED TO
FOR
INFO | INVES | ROUGH DRAFT | DIRECT REPLY | SIGN | ACT | FILE

OREGON'S ROAD & BRAKE UTILITY WORKERS

AN EQUAL OPPORTUNITY EMPLOYER

734-2023 (6-89)

REPORT OF SETTLEMENT OR DISPOSITION
CASES OTHER THAN CONDEMNATION

L - 8925

R - _____

Reported to Commission: _____

Name of Case: Ross Brothers Construction v. State

Cause of Action: Breach of Contract County: Washington

Demands of Plaintiff: $276,518.36 plus interest

Settlement: $76,504.82

REMARKS:

DESCRIPTION OF CASE:

RECEIVED
CONSTRUCTION SECTION
SPC ..... TC .....
SA ..... CC .....
FE ..... CT .....
PQC .....
QCS .....
FILE .....
CAN .....
EEO .....

CLOSING REPORT

May 3, 1989

ROSS BROTHERS CONST. v. STATE OF OREGON
Washington County Circuit Court Case No. 86-0711C

1. DESCRIPTION OF CASE

On July 15, 1986, suit was filed in Washington County Circuit Court by Ross Brothers Construction, an Oregon based general contractor. The suit concerned OSHD contract No. 9424 entitled Railroad Relocation Section - Tualatin Valley Highway Grade Separation. The contract required the contractor to construct a highway bridge over crossing a Burlington Northern railroad line running between Beaverton and Mist. The previous crossing had been at grade. The Tualatin Valley Highway is a major highway linking Hillsboro and Beaverton and feeding a system of arterials and collectors serving residential areas and high-tech industry in Washington County. The project was part of a larger scheme undertaken by the Beaverton Urban Renewal Agency (BURA) to remove the redundant railroad trackage

William F. Brown
Signature of Attorney

Concurrence of Chief Counsel

cc: John R. McCulloch, Jr.
Kathleen Olson
Jock Elliott
Marilyn McHugh

from downtown Beaverton and to eliminate unsafe at grade crossings within the Beaverton city limits.

A number of factors combined to make this construction difficult and unusual. To begin with, the site was wet and portions of it were wooded. Several creeks and small streams ran through the construction area. The soils underlaying a relatively thin cover of vegetation were fine grained silts and clays which were difficult to work when wet and not inclined to dry. This was further complicated by the fact that the pressing need for the improvement and funding limitations that required construction to take place during the winter, the worst possible time to have to deal with a soil of this nature. In order to avoid soils related problems, the project designers called for the construction of a two foot blanket of rock over the entire site. The blanket served both as drainage and a load distribution pad to provide a dry working environment, a stable base and to prevent equipment from churning up the fine, moisture sensitive soils. Contract plans and specifications provided for the blanket to be measured as embankment in place. Measurement of the blanket was the principle item in dispute in the lawsuit.

A second claim much less in amount was a scheduling claim. In order to expedite the work, the contract provided for a $600 a day bonus for up to 60 days of early completion. Ross Bros. submitted a schedule which, if performed, would have entitled it to the entire bonus. Ross earned 25.5 days of bonus after adjustments for various change orders. Ross claimed that delays and disruptions induced by the State, its co-actors or agents prevented it from collecting the entire bonus.

The State's answer contraverted Ross' claims and presented the affirmative defense decision of the engineer. After a lengthy period of discovery, the matter went to trial in Washington County Circuit Court in the first two weeks of December.

2. CURRENT STATUS

Ross Bros. v. State of Oregon was tried to a jury of 12 persons during the first two weeks of December. Presiding trial judge was Judge James McElligott. Ross Bros. claimed a total of $276,518.36 on the two claims. This included $244,718.36 on the rock claim and $31,800 on the delay claim. Interest at the rate of 1 1/2 percent per month for three years was sought on both claims. At the conclusion of the proceedings the jury returned a verdict in the amount of $58,405 on the rock claim and a verdict for defendant on the

delay claim. Costs were in the amount of $1482 and were due Ross Bros. as plaintiff. Interest calculations showed interest in the amount of $19,678.31 was computed and paid under ORS 279.575(4). This was reduced from $27,137.03 due to a sanction order against the plaintiff for misconduct during the discovery process. A second sanction order resulted in plaintiff's counsel having to pay $3,060.28 of the costs of defendant's experts.

3. DISCUSSION

From a trial strategy and discovery standpoint, the Ross Bros. case could not have gone better for the State. Pretrial rulings were uniformly in our favor. The court validated the engineer's decision defense and refused to budge despite repeated attempts by the plaintiff to have the position reversed. State witnesses were well prepared and on the whole gave the best testimony that they were able given the limitations of physiology and personality. This case had zero verdict potential. That potential was not realized for two reasons.

a. An amount of $2300 was arguably due Ross Bros. for portions of the grade not included in the original calculations which received rock. Prior to the lawsuit the final quantity section headed by Roger Gebauer attempted to resolve bewildering field notes to determine the amounts Ross Bros. was due for the rock. Mr. Gebauer's calculations showed Ross Bros. had been overpaid, however, there was enough doubt about both the process and the figures to engage the services of professional consulting engineers Wilsey and Hamm. Wilsey and Hamm ran three sets of calculations from the field notes. One set most favorable to Ross Bros. showed a small additional amount due. The two other computations, one viewed as neutral and the other viewed as favorable to the State, showed that monies paid to date had overpaid Ross Bros. for the rock. After discussion of these results with counsel, the Oregon State Highway Division, with the concurrence of counsel, elected to make no further payments and to treat the matter of the omitted sections at trial. The witness to do this was Mr. Roger Gebauer who was responsible for calculating quantities and assessing payments. Unfortunately, Mr. Gebauer died the summer before trial and live testimony on the matter could not be produced (Mr. Gebauer was deposed prior to his death). Mr. Gebauer was a vigorous man in early middle age. There was no reason to suspect that he would die prior to trial. Absence of a live witness to explain the final quantities process who had actually worked with the Ross Bros. numbers damaged the State's case and worked to plaintiff's advantage.

b. The second damaging factor was testimony concerning notes. OSHD has elaborate processes for the maintenance and recording of information concerning the delivery and measurement of embankment material. Although some witnesses asserted to the contrary, the contract clearly anticipated that rock blanket material would be "remeasured" as embankment in place. The recording and handling of the remeasure notes was not done in accordance with accepted procedures. Pages showing remeasure and showing measure of original ground were not dated or were misdated. Segments of notes were not turned in at the conclusion of each working day as required, but were "lost" only to show up months later after a dispute had developed, giving the notes little credibility with the prime contractor and raising serious questions in the jury's mind concerning their authenticity. Witnesses who were members of the survey crew had a good deal of experience and knew proper procedure. They simply failed to follow it in the field and had no reasonable explanation for the jury as to why that had occurred.

An additional matter worthy of comment was the testimony of the State's office man, Mr. Ron Rinkemeyer. Mr. Rinkemeyer is an amazing character. He has been an HEl office man for years. His work habits are meticulous, he is a confirmed bachelor with his own way of doing things, and he is capable of performing mathematical calculations which most seasoned mathematicians could not do without the assistance of a computer and some considerable uninterrupted time to correctly organize the data for input under the scrutiny of a jury in a courtroom. Plaintiff's counsel made the mistake of keeping Mr. Rinkemeyer on the stand for a considerable period and asking him to perform calculations in front of the jury over the objection of counsel. The trial judge permitted this to occur. Rinkemeyer immediately became a sympathetic figure and the oddness of his personality then endeared him to the jury rather than putting them off (It is difficult to describe Mr. Rinkemeyer's personality and I use the work "odd" only in the sense of different. There is nothing obnoxious or annoying about him).

This case had no unique legal issues other than those involved with ORS 279.575(4). 279.575 provides that interest upon a public contract case or claim shall not be made a part of the settlement or judgment in the case. The statute confounds the court and counsel. Mr. Yazbeck quite logically argued that there is no judicial economy in litigating interest as a separate issue. The court and the State felt bound by the clear wording of the statute which required that interest not be included in the judgment. Once sanction orders were straightened out, the interest was paid separately although the

court wished to monitor the process and to assure itself that this was done. The statute is a serious impediment to claim settlements and a drain on judicial economy and needs to be amended.

4. SIGNIFICANT ISSUES/LESSONS LEARNED

The result in this case should be counted as successful for the State. Out of a total claim in the amount of $276,000, plaintiff was successful in recovering less than $60,000. Unlike a lot of situations where arguments can be made concerning quantum, once entitlement was established, a quantum issue was not present in the case. The unit price of material was fixed by the contract. The parties agreed that it was the correct unit of payment. Similarly, the amount to be paid for each day of delay was fixed by the contract and neither party argued that the amount should be otherwise. This was a situation where, had plaintiff prevailed, the jury could easily have awarded it the entire amount claimed on either claim. The potential for a zero verdict justified taking the case through trial. It was "worth the risk" in the evaluation of counsel, BURA, and the Highway Division. There is no reason to second guess the decision. What occurred in the courtroom pointed out the necessity for maintaining process quality controls and methods on the job. The most damaging testimony was cross examination which showed that the Highway Division surveyors had not followed procedure in recording remeasure or in turning in the notes. This resulted in a situation where the jury had difficulty determining whether the claims of the plaintiff or the claims of the State as to the amount of material in place were correct. Given that situation, the jury decided to award the plan quantity from the contract rather than the position argued for by either party.

5. SUMMARY AND CONCLUSION

I enjoyed excellent support from the Oregon State Highway Division in the trial of this case. Two weeks in court away from the home office creates a certain burden associated with the storage of records and the planning and conflict of after hours witness interviews. While we were able to make due with a single motel room in this case, it was quite cramped. In a future situation we may wish to consider a meeting room plus sleeping room arrangement or a suite when a suitable state office is not available to deal with witnesses and records after hours.

I was struck during the course of trial preparation and trial with the dedication of retired highway employees. These included the project manager, Mr. Robert Shotwell; the

inspector, Mr. Harley Bills; and the survey chief of party, Mr. Lloyd Louderback. All were willing to give of their time and effort to see the job through. In addition to these people, Mr. Joe Simpson, Mr. Dana Delaney, and Mr. Ron Rinkemeyer put in a yeoman effort at the time of trial preparation working with Bob Stevens. All of the work and loyalty was instrumental in producing the favorable results achieved.

WFC/wjp
2438T
cc: James E. Mountain, Jr.
John R. McCulloch, Jr.
Kendall Barnes
Cindy Carter
Bryant Jackmond
Robert Hensel
Nita Leierer

#9434

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF WASHINGTON

ROSS BROTHERS CONSTRUCTION, an Oregon corporation, Plaintiff, v. STATE OF OREGON, Defendant.	No. 860711C MOTION FOR PARTIAL SUMMARY JUDGMENT

Comes now defendant and moves for judgment in its favor dismissing plaintiff's Second Claim for Relief herein for the reason that there is no material issue of fact and defendant is entitled to judgment thereon as a matter of law. ORCP Rule 47.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

William F. Cloran

WILLIAM F. CLORAN OSB #72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF WASHINGTON

ROSS BROTHERS CONSTRUCTION, an Oregon corporation, Plaintiff, v. STATE OF OREGON, Defendant.	No. 860711C MEMORANDUM

1.

FACTUAL SUMMARY

Plaintiff and defendant entered into a contract on or about January 28, 1982 by which plaintiff was to build a bridge over the tracks of the Burlington Northern Railway to eliminate an at-grade crossing of the Tualatin Valley Highway. Defendant became a contracting party at the special request and insistence of the City of Beaverton and its Urban Renewal Agency. Those entities desired the work to create a situation whereby land to the north of the highway could be developed to improve the economies and lifestyles of the people they serve. The project also enhanced the safety of the traveling public and of railroad trainmen and contributed to the orderly passage of traffic from Beaverton to Hillsboro and return.

To achieve its project goals in the area, the Beaverton authorities had to contend with several obstacles. Most formidable of these were a tight timetable and a marshy site. The project designers realized that work would have to take place

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PHONE 378-4400

on a marshy site during wet weather. To allow this, they decided to provide a work surface by stripping vegetation from large parts of the site and filling over it with a free-draining blanket of rock two feet thick. The rock provided a stable foundation upon which railroad beds, bridge ends and roadways could be constructed in wet weather on a less-than-ideal site.

The contract allowed plaintiff to use any clean free-draining material less than nine inches in maximum dimension to construct the rock blanket. The contract provides that plaintiff will be paid for the rock blanket as "granular embankment in place" by cubic yard measure. To receive payment for this item, plaintiff was required to import material, place it on the grade and compact it. prior to placement, defendant's employes surveyed the area to establish base elevations. After material was placed but before additional work was done on it, defendant's workers again surveyed the area to determine the top elevation. Plaintiff was paid for the volume of granular embankment between the original ground line after removal of topsoil and the two-foot design elevation. If embankment fell outside of the area in which it was to be placed, no payment was made. If plaintiff placed too much material, only that between base line and two feet was paid for.

Plaintiff elected to have the granular embankment rock blanket placed by a subcontractor, Dirt and Aggregate, Inc. Dirt and Aggregate purchased the rock used from Baker Rock, Inc. which operated a local quarry. The material used was a vesicular

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basalt, it broke easiily when crushed and was riddled with gas pockets. It was entirely suitable for this use but would tend to swell when excavated and shrink when compacted on the grade. This was important because the essence of payment for material as embankment in place is that the State and the City were to pay for the material by volume as compacted within a defined area. The weight of the loose material brought to the grade was unimportant. Its volume before compaction was also unimportant. Plaintiff was deliberately allowed wide latitude in selection of material (different materials weigh different amounts for the same volume). Plaintiff was cautioned, insofar as practicable, to use the same measurement and payment units in the subcontract and material purchase agreements as were used in the prime contract. Standard Specifications for Highway Construction, Oregon 1974, provision 108.01. In spite of this caution, plaintiff's subcontractor, Dirt and Aggregate, Inc., elected to purchase the material used from Baker Rock, Inc. by weight.

The dispute between plaintiff and defendant upon plaintiff's Second Claim for Relief is this. Plaintiff claims to have purchased enough tonnage of material from Baker Rock to make 145,036.6 cubic yards of embankment using a conversion factor of tons to loose volume measure which it invented to support its claim. Defendant and the City of Beaverton paid for the 115,552.46 cubic yards actually placed in compacted condition within the area designated by the plans on the job. Defendants gave plaintiff the benefit of every doubt in measuring the

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material. All evidence shows that the materials in dispute were measured and paid for as required by the contract and that plaintiff is not entitled to compensation on any other basis.

Once plaintiff became dissatisfied with compensation it was paid, it was incumbent upon it to bring the matter to the attention of the State Highway Engineer or his designee. Provision 105.01 gives the Engineer the right to make final decisions concerning such matters. Absent fraud or gross mistake, such decisions are binding upon the parties. The Engineer received and considered plaintiff's claim and rendered his decision upon it as provided for in Provision 109.15 of the contract. There is no evidence that the decision was based in any way upon gross mistake, fraud or bad faith such as to prevent it from being final and conclusive upon the parties.

On the basis of the foregoing, defendant is entitled to a partial summary judgment pursuant to ORCP Rule 47 dismissing plaintiff's Second Claim for Relief from its Second Amended Complaint, both because there is no material issue of fact and becasue defendant is entitled to judgment as a matter of law.

2.

DEFENDANT HAS FULLY COMPENSATED PLAINTIFF IN ACCORDANCE WITH THE CONTRACT

Contract No. 9424 consisted of a Standard Form Contract and Bond, Special Provisions, Specifications, Plans, Revision Letters

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and the Standard Specifications for Highway Construction (known in the industry and hereinafter as "The Red Book"). See affidavit of Ronald Kleinschmit. The work to be done is briefly described on page 1 of the special provisions. See Exhibit 1. Pages 1 and 2 under the heading "Scheduling" go into some detail concerning the wet conditions to be anticipated. At the bottom of page 2 and top of page 3, Item 3 discusses the function of the "Free Draining Granular Borrow" to be placed. See Exhibit 1, pp 2 and 3. Special Provision 102.05 of the Special Provisions and the same numbered provision of the "Red Book" required plaintiff to examine the work site and materials concerning conditions there. Exhibits 1 and 2.

Section 203.03 of the Specifications for the contract found at page 41 alerts the contractor that all earthwork is to be paid for by embankment measure. Exhibit 3. Section 203.34 requires excavation of topsoil to a depth of six inches before embankment is placed. Exhibit 3. Section 203.38 required the embankment in question to be placed in one-inch lifts and compacted. Exhibit 3. The same provision made it clear that any free draining material could be used. Revision letter No. 3 deleted requirements for gradation of the material. Exhibit 4. Red Book provisions 203.01, 203.82, and 203.91 clearly describe the manner in which the embankment is to be measured and paid for. See Exhibit 2. This is clearly what defendant did.

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PHONE 378-4400

First, defendant's workmen established a ground line for the site. As plaintiff's workmen stripped topsoil from areas, these too were measured to help establish a base line. However, the contract provided that the excavation was to have a "neat line" six inches below original ground. To the extent plaintiff exceeded that depth, it was obligated to replace the material removed. Plaintiff then constructed the granular embankment by importing material from Baker Rock, placing and compacting it. Plaintiff did not perform all of the embankment work at once. Nor did it do all of the stripping at once. Instead, it hopscotched around the site doing work at separated locations at different times. Once a section of the embankment was completed in a location, defendant's workers returned and measured it. They reported the measurements which were then used to determine the volume of material compacted in the embankment placed within the neat lines. Because of plaintiff's discontinuous method of constructing the embankments, defendant's workers had to return to the same engineering stations to "remeasure" the material embanked there more than once. Affidavit of Ronald Kleinschmit.

As increments of work were completed, plaintiff was paid monthly progress payments on the work including the embankment. After all work was done, final quantities were computed using the field and remeasure notes and a semi-final estimate and voucher issued. Plaintiff has been paid $8.30 per cubic yard for each

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cubic yard of granular embankment constructed within the neat lines of the project for this item. Affidavit of Ronald Kleinschmit. Plaintiff is entitled to nothing more. Defendant has complied with its contract and is entitled to have plaintiff's claim dismissed.

3.

THE DECISION OF THE ENGINEER CONCERNING THE VOLUME OF EMBANKMENT CONSTRUCTED IS FINAL

The contract between plaintiff and defendant provides:

> "105.01 **Authority of the Engineer** - The engineer will decide all questions which may arise as to the quantity, quality and acceptability of materials furnished and work performed and as to the rate of progress of the work; all questions that may arise as to the interpretation of the plans and specifications; and as to the acceptable fulfillment of the contract on the part of the contractor. The engineer's estimates and decisions in thiese matters shall be final, binding and conclusive upon all parties to the contract."

The Supreme Court considered the similar language of a predecessor provision in Highway Commission v. Heintz Construction, 245 Or 530, 423 P2d 175 (1967); commencing at page 540 the court states:

> "Section 1.5.1 provides:
>
> 'To prevent misunderstandings, disputes and litigation it is expressly understood by all of the parties to the contract, including the surety, that the engineer shall, in all cases, determine any and all questions which may arise concerning the quality, quantity, and acceptability of materials furnished and work performed; the manner and rate of progress of the performance of all work; the interpretation of plans and specifications; and the amounts and

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> classifications of the several kinds of work and materials; and his estimates and decisions in these matters shall be final, binding, and conclusive upon all parties to the contract.' (Emphasis mine.)
>
> "4. This court has held, consistent with other jurisdictions, that if the engineer's decision falls within the purview of the provision just above quoted, it is final and can only be set aside by proof of fraud or gross mistake. Friberg v. Elrod, 136 Or 186, 296 P 1061 (1931); Baker v. Multnomah County, 118 Or 143, 246 P 352 (1926); Annotation, 110 ALR 137, 143 (1937).

There can be no dispute that the matters at issue in plaintiff's Second Claim for Relief are disputes concerning the quantity of material furnished and work performed and fall squarely within the provision. The method used to measure the material was as prescribed by the contract and the measurement was done without gross error or fraud. Plaintiff's contention that its "truck count" measure yields a different result raises no issue of fact. Subsection 109.01 of the Red Book specifically discusses the measurement of volumes of earthwork. It was completed earthwork in place that defendant purchased. The same section discusses "vehicle measurement" as to materials purchased. The parties were aware of both alternates for method of measurement and volume of embankment was selected for the contract plaintiff signed. The relevant sections of 109.01 read thus:

> "**Subsection 109.01 Measurement of Quantities:**
>
> **(a) General** - All work completed under the contract will be measured by the engineer

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according to United States standard measure.

The method of measurement and computations to be used in determination of quantities of material furnished and of work performed under the contract will be those methods generally recognized as conforming to good engineering practice.

When standard manufactured items are specified such as fence, metal posts, hardware, metal sheets and plates, structural metal shapes, pipe, conduit, electical supplies, et cetera, and such items are identified by gage, unit weight, unit length, section dimensions, et cetera, such identifications will be considered to be nominal. Unless more stringently controlled by tolerances in cited specifications, manufacturing tolerances established by the industries involved will be accepted.

References to gages for metal sheets are to U.S. Manufacturers Standard Sheet Gages. Reference to gages for wire in electrical uses is to American Wire Gages (AWG) as given in ASTM B 258.

Each basis of measurement herein set forth is generally applicable and will be in effect; however, if the specific specification for an item prescribes a basis of measurement on conflict or differing from one or another of those set forth herein, the basis of measurement prescribed in the specific specification shall take precedence and shall apply.

* * * * *

"(d) Volume - Volumes of earthwork, particularly excavation and embankment, will be computed by the average end area method or by other methods of equivalent accuracy. If and when the special provisions so state, corrections for curvature will be made in computing the volumes, using the Division's standard method for such corrections. Copies of this correction method are available from the Division's Construction Engineer at Salem.

"Volumes of materials measured in the vehicles by which they are transported, termed 'vehicle measurement', will require computing of

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the volume of the vehicle to the nearest 0.1 cubic yard for its approved capacity, and identification of the vehicle and its capacity. Pay quantities will be determined by vehicle measurement at the ponit of delivery wiht no allowance for settlement of material during transit. Loads shall be level and uniform. Payment will not be made for material in excess of the approved capacity of the vehicle and deductions will be made for loads below the approved capacity.

"Volumes of concrete and masonry in structures will be measured according to neat lines as shown on the plans or as altered on order of the engineer.

"When requested by the contractor and approved by the engineer in writing, material specified to be measured by the cubic yard may be weighed and such weights will be converted to cubic yards for payment purposes. Factors for conversion from weight measurement to volume measurement will be determined by the engineer and shall be agreed to by the contractor before such method of measurement of pay quantities is used.

"Portland cement will be measured by the pound, hundredweight, ton, sack, bag or barrel. The term 'barrel' of cement will mean 376 pounds, avoirdupois, of cement. The terms 'sack' and 'bag' of cement will each mean 94 pounds, avoirdupois, of cement."

The contract provided for measurement by volume as "Granular Embankment in Place." See Exhibit 5. It further described that basis of measurement as follows:

> "203.03 **Embankment Measure Basis of Performance** - If the special provisions or bid items indicate 'Embankment Measure', the measurement and payment for roadway earthwork, exclusive of excavation, haul and embankment construction, on portions or on the whole of the project, will be on an embankment measure basis. In this case those provisions herein which define pay excavation are modified to exclude 'borrow excavation' and 'general excavation' from applicability to those portions of the project on

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which the embankment measure basis of performance is to apply. (Red Book)

This was emphasized in the special provisions as follows:

"**203.03 Embankment Measure Basis of Performance** - All earthwork under this Section shall be performed on the embankment measure basis. All embankment material other than that obtained from required excavations shall be borrow from sources of the contractor's own choosing with the materials and the taking thereof to be as set forth under the provisions of subsection 203.12."

This is further explained at Red Book Section 203.82:

"**203.82 Embankment Measure** - As provided in subsection 203.03 and when so indicated by the special provisions or bid items, roadway earthwork is to be performed on an embankment measure basis. Under this circumstance, the bid item applicable to the work will be 'Embankment in Place', and the quantities will be measured by the cubic yard in embankment as set forth in the two paragraphs which follow.

"The pay quantities of 'Embankment in Place' will be determined by cross-section measurement of the material in place in final embankment position in the work as specified and in accordance with the directions of the engineer. The pay quantities of 'Embankment in Place' will be limited to the neat lines of specified cross sections, lines, grades and slopes and above the ground or base elevations existing at the time embankment construction thereon begins. The pay quantities will not include additional quantiteis required due to subsidence and settlement of the ground or foundation, to settlement of materials within the embankments, or to shrinkage, settlement, washout, slippage or loss regardless of cause, subject however to the provisions of subsection 107.25.

"There will be no measurement of overhaul on 'Embankment in Place' materials."

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Red Book Section 209.91 gives an accounting of what is to be covered by the pay item showing it to be more than a simple material purchase:

> "203.91 **General** - Pay quantities determined as provided above will be paid for at the contract price per unit of measurement, respectively, for each of the particular pay items listed below that appear in the bid schedule, together with such other items in said bid schedule which may be included as pay items of earthwork to be performed under this Section 203.
>
> | | Pay Item | Pay Unit |
> |---|---|---|
> | (a) | Ditch Excavation | Cu.Yd. |
> | (b) | Embankment Foundation Excavation | Cu.Yd. |
> | (c) | Borrow Excavation | Cu.Yd. |
> | (d) | General Excavation | Cu.Yd. |
> | (e) | Embankment in Place | Cu.Yd. |
> | (f) | Extra for _____ Material | Cu.Yd. |
> | (g) | Stone Embankment | Cu.Yd. |
>
> "Payment for items (a), (b), (c) and (d) when made at the respective contract unit prices, shall comprimse full compensation for excavating, selecting, handling, placing and compacting of the materials and for the free haul involved. Payment, when made at the respective contract unit prices for materials excavated in connection with rounding of cutbanks, shall be understood to be full and complete payment for rounding cutbanks as specified.
>
> "Payment for item (e) Embankment in Place shall comprise full compensation for the excavating, selecting, handling, hauling, placing and compacting of the materials and all other costs incurred in the construction of the embankments involved.
>
> "Payment for item (f) shall comprise full comepnsation for any and all extra or additional costs involved inthe preserving, sorting, and handling of all the pertinent selected material as such is described in subsection 203.11, selected and placed as set forth in subsection 203.38 and measured as set forth in subsection 203.81; it being understood that such extra costs are those

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which are not covered and included in the unit prices bid for some one or another of the other listed pay items.

Unless a specific pay item in the form of item (f) above appears in the bid schedule there will be no extra payment for any additional costs involved in the preserving, sorting, and handling of pertinent selected materials, it being understood that the cost thereof is considered as incidental and included in the contract unit price applicable to one or another of items (a), (b), (c) or (d) above.

Payment for item (g) Stone Embankment shall comprise full compensation for furnishing, hauling and placing the stone embankment materials as specified.

Payment for watering will be made as set forth in Section 233, which payment shall comprise full compensation for the watering work connected with earthwork.

Payment, as provided above, for the above listed items which appear in the bid schedule and for other bid items which become applicable to earthwork performed on the contract work under Section 203 by reason of the special provisions, shall be understood to comprise full and complete compensation for all labor, equipment, tools and incidentals necessary for all contract work specified for performance under or covered by this Section; except that slide removal and repair, as set forth in subsection 203.46, will be paid for as extra work as set forth in subsection 104.04."

There can be no doubt what the measurement and payment provisions to be used were to be. There is no doubt based upon the affidavits that measurement and payment was done according to the contract.

When plaintiff claimed otherwise, the engineer considered the claim and rendered his decision upon the amount of material furnished and work done. Under the law, that decision is final.

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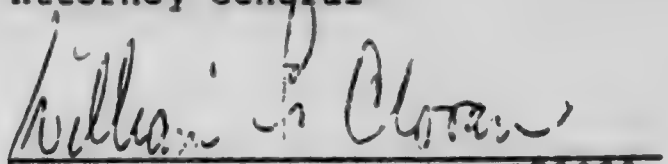
Defendant is entitled to Summary Judgment to that effect under ORCP Rule 47.

Summary

Defendant is entitled to partial Summary Judgment upon plaintiff's Second Claim for Relief of either of two grounds: first, it has fully compensated plaintiff under the contract and, second, the Engineer's decision on the matter is final.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General



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CERTIFICATE OF SERVICE

I hereby certify that on the 8TH day of May, 1987, I served a true copy of the within Motion for Partial Summary Judgment, Memorandum, Affidavit of Ronald Kleinschmit and Exhibits upon plaintiff's attorney, by depositing them in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Joseph A. Yazbeck, Jr. (VIA OVERNIGHT MAIL)
Allen, Kilmer, Schrader,
Yazbeck & Chenoweth
1600 Orbanco Building
1001 S.W. Fifth Avenue
Portland, Oregon 97204

William F. Cloran

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AFFIRMATIVE DEFENSES

FIRST ALTERNATIVE AFFIRMATIVE DEFENSE

(NOTICE TO THE ENGINEER)

18.

Plaintiff failed to give notice of its claim for extra compensation as required by the contract.

SECOND ALTERNATIVE AFFIRMATIVE DEFENSE

(DECISION OF THE ENGINEER)

19.

As required and permitted by the contract, the Engineer determined the quantities of granular embankment in place placed pursuant to the contract and compensated plaintiff therefore. The Engineer's decision as to the quantities placed is final and binding upon the parties in accordance with the terms of the contract. Plaintiff is entitled to compensation for no more than that quantity determined to have been placed by the Engineer under the contract terms.

THIRD ALTERNATIVE AFFIRMATIVE DEFENSE

(FAILURE TO NOTIFY AND SECURE BEAVERTON URBAN RENEWAL AGENCY APPROVAL)

20.

The terms of the contract required the plaintiff to notify and secure proof of any claim for extra compensation by the Beaverton Renewal Agency. Plaintiff has failed to do so.

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CIRCUIT COURT OF OREGON

WASHINGTON COUNTY

ROSS BROTHERS CONSTRUCTION, an Oregon corporation, Plaintiff, v. STATE OF OREGON, Defendant.	No. 86-0711C MEMORANDUM OF LAW

ENGINEER'S DECISION

Provisions of contracts granting the representative of one of the parties the right to finally decide certain matters have been the subject of Oregon jurisprudence since the last century. The legendary Justice Lord writing in J. R. Meyers Co. v. Pacific Construction Co., 20 Or 603 (1891), observed that such clauses had their origin in railroad construction contracts. In the Meyers case, Judge Lord considered an opinion of Judge R. S. Bean, then on the circuit court of Benton County. Judge Lord held that clauses requiring submission to the engineer were valid and binding. Judge Lord reversed Judge Bean, holding that plaintiff alleged no claim where it omitted to plead submission of the dispute concerning classification of the materials excavated and their volume to the engineer.

Judge Bean listened well to Justice Lord as will be evident from later cases. For thirty years after his elevation to the Supreme Court, Judge Bean became its most noted

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spokesman upon the issue of engineers' decisions and their effect on contracting parties.

In 1910, Mr. Justice Erkin expanded upon prior decisions by holding that clauses purporting to give the agent of one of the contracting parties final authority to decide a matter must clearly state that intention. Williams v. Mount Hood Railway and Power Co., 57 Or 251, 110 P 490, 111 P 17 (1910). By 1913, Judge Bean had joined the Supreme Court. His first chance to speak on the issue came in Lieter v. Dwyer Plumbing Co., 66 Or 474, 133 P 1180 (1913). The case involved suspension of work on a Seattle post office contract. Judge Bean held that a one year suspension, if directed by the engineer, was not per se unreasonable. The case is significant as containing Judge Bean's first appellate consideration of the issue, but pales next to his fuller discussions in Sweeney v. Jackson County, 93 Or 96, 178 P 365, 182 P 380 (1919); Baker v. Multnomah County, 118 Or 143, 246 P 352 (1926); and Friberg v. Elrod, 136 Or 186, 296 P 1061 (1931). All of these cases are discussed below.

The opinions so far discussed and the opinion of Judge McClamant in Oregon-Washington R and N Co. v. Spokane, P and S Ry. Co., 83 Or 528, 163 P 600, 163 P 989 (1917), are significant as the underpinning for a line of cases considering the scope and finality of engineers' decisions which begins with Elliot Contracting Co. v. Portland, 88 Or 150, 171 P 760

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(1918). In Elliot Contracting Co. v. Portland, 88 Or 150, 171 P 760 (1918), the clause read as follows:

> "The city engineer of said city shall decide all questions which may arise between the parties hereto relative to the true intent and meaning of any of the provisions or stipulations contained in this contract, or the amount, quantities, character or classification of the work performed by the contractor under this contract, and his decision thereon shall be final and binding upon the contractor, subject only to modification or reversal by the council of said city."

The dispute between the parties arose over the measurement and payment for base rock on the project. Defendant contended that plaintiff's complaint failed to state a claim for relief since it alleged a simple breach of contract for failure to pay for all rock delivered. Trial court disallowed the motion and awarded a judgment for the plaintiff. The Supreme Court reversed the decision of the trial court. Judge Burnett writing for the court held that a provision by which the parties agree to leave certain matters to be decided by an engineer employed by one of them is not void as against public policy. Having signed a contract with such a provision, plaintiff ought not to be allowed to complaint of it. Dicta suggests that the award of an engineer so designated may be set aside only upon fraud or a showing of such reckless disregard for fair dealing as would amount to fraud. The complaint contained no such allegations. Judge Bean, who figures prominently in later cases, was on the high court at the time of the decision, but took no part in it. The court was then

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divided into three judge departments. Judge Bean was not then in the department that considered the case.

Following the Elliot decision, the court considered similar language in the En Banc decision in Hoskins v. Powder Land and Irrigation Co., 90 Or 217, 176 P 124 (1918). In that decision, Judge Burnett announced that in the absence of fraud or gross mistake, the decision of the engineer was binding. The testimony of a second equally qualified person was of no consequence unless the decision was impeached on one of the foregoing grounds.

In 1919, the issue as to the authority of the engineer next arose in the often-cited case of Sweeney v. Jackson County, 93 Or 96, 178 P 365, 182 P 380 (1919). The contract provision in the Sweeney case read:

> "All of said work is to be done under the supervision and direction of the engineer selected by the State Highway Engineer. To be approved by him and accepted by said State Highway Engineer. Said State Highway Engineer shall have the right to fully decide on all questions arising as to the proper performance of said work, and in case of improper construction, or noncompliance with the contract in any manner, to suspend said work at any time, and to order the partial or entire reconstruction of said work, or declare the contract forfeited; and in case of forfeiture, to re-let said contract and to adjust any difference of price or the damage, if any there be, which said party of the second part shall pay to Jackson County, Oregon, on account therof, and in all such matters the decision of the State Highway Engineer shall be final. * *

The question for resolution was whether certain classification of materials and calculation of volumes had been

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properly done. The court in two opinions by Judge Bean held that a clause providing for the rendering of a final decision by the engineer of one of the parties was valid and enforceable. It held further that an award made by the engineer would be set aside only upon a showing of fraud or such a gross mistake as to imply bad faith. the engineer's decision was entitled to a "prima facia" presumption of correctness.

The defendant had moved to dismiss the Sweeney case at the close of plaintiff's evidence for failure to state a claim. The trial court refused, holding that the evidence did show the existence of gross error tantamount to fraud. The Supreme Court concurred in that decision and refused a rehearing. Two years later, the same issue was considered with a similar result in Johnson v. Prineville, 100 Or 105, 196 P 817 (1921).

The issue was not again considered until 1926 when the case of Baker v. Multnomah County, 118 Or 143, 246 P 352 (1926), was decided. The Baker case, like Sweeney, concerned the classification of excavated materials. the complaint contended that the Multnomah County Roadmaster had employed incompetent assistants who had committed gross errors in the classification of materials and the computation of quantities. Again the Roadmaster, a county officer, was to be the final arbiter of disputes under the contract. The provisions of the

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contract in question are less artfully drawn that those in either the Elliot or Sweeney cases. The provisions read:

> "In case of ambiguity of expression in the specifications, or doubt as to the correct interpretation of the same, the matter shall be submitted to the Roadmaster, whose decision shall be final."
>
> * * * * * *
>
> "It is mutually agreed between the parties to the contract, that to prevent all disputes and misunderstandings between them in relation to any of the stipulations contained in these specifications, or their performance by either of said parties, that the Roadmaster shall be an umpire to decide all matters arising or growing out of said contract between them."

In considering the case, Judge Bean gave great weight to the testimony of witnesses who were civil engineers. He determined that the material in question ought to be classified as "hard pan" and that "egregious and glaring" errors had been made in the quantity computations by the Roadmaster. For reasons not clear in the opinion, Judge Bean strives mightily to avoid labeling the Roadmaster's errors as fraud. Moving to the issue central to this memorandum, Judge Bean referred to his opinion in Sweeney.

> "In Sweeney v. Jackson Co., 93 Or. 96, at page 120 (178 Pac. 365, 182 Pac. 380), this court recorded the following:
>
> 'If upon all the evidence it appears that the estimate is not fair, that the plaintiff has not enjoyed the privilege every man is entitled to, namely, an impartial hearing and determination, but that it appears as in this case that the estimate is based upon reports of incompetent subordinates and is grossly

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erroneous, then it is the duty of the court to set aside the final estimate and institute an independent inquiry as to the amount of compensation which the plaintiff has earned, and is justly entitled to under the contract.'

As in the Sweeney case, we quote a portion of the language of Judge Taft used in the case of Mundy v. Louisville & N. R. Co., 67 Fed., at page 637 (14 C.C.A. 587):

'The authorities leave no doubt that construction contracts, in which the contractor stipulates that the engineer or architect of the owner shall finally and conclusively decide, as between him and the owner, what amount of work has been done, and its character, and the amount to be paid therefor under the contract, are legal and should be enforced. In such cases, after the work has been done, the contractor can recover nothing in excess of the amount found due by the engineer, unless he can make it appear that the engineer's decision was fraudulently made, or was founded on palpable mistake.'"

Continuing his analysis, Judge Bean observed:

"It if appears that the engineer, or roadmaster in charge, put a wrong construction upon the specification contained in the contract, the court will correct any substantial error resulting from such mistake; slight discrepancies in measurement or classification should be disregarded: Lewis v. Chicago, S.F. & Co. Ry. Co., 49 Fed. 708-710; Indianapolis N.T. Co. v. Brennon, 174 Ind. 1 (87 N.E. 215, 90 N.E. 65, 68, 91 N.E. 503, 30 L.R.A. (N.S.) 85); Williams v. Chicago, S.F. & Co. Ry. Co., 112 Mo. 463 (20 S.W. 631, 34 Am. St. Rep. 403)." 118 Or 143 at 163.

The quote is significant in that it carries the analysis of Sweeney and Elliot one step further. Judge Bean sets out the role of the court to be to interpret the contract and the role of the Roadmaster to decide matters based upon a correct

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interpretation. The court will correct "substantial error" resulting from a contract misinterpretation; but, "slight discrepancies" will be ignored. Judge Bean did not depart from the opinion he authored in the Sweeney case but expanded upon the role of the court in correction of gross mistakes. Some attorneys cite Barker for the proposition that the court ought to reexamine any engineer's decision alleged to contain an error. This is simply not so. Absent fraud or gross mistake, the decision of the Engineer is final under Baker as it was in the previous cases. Later the same year North Pacific Construction v. Wallowa County, 119 Or 565, 249 P 1100 (1926), was decided on the same basis.

The matter of engineers' decisions should have been settled with Baker v. Multnomah County, supra. but it was not. Mayer v. East Side Logging Co., 130 Or 341, 278 P 957, 280 P 343 (1929), was the court's next attempt at a definitive statement of the law. The Mayer opinion, authored by Judge Rossman, is significant because it collects and comments upon all Oregon case law upon the subject extant at the time of the decision including Oregon-Washington R and N Co. v. Spokane, Portland and Seattle Ry. Co., 83 Or 528, 163 P 600 (1918); Cooper v. Pennick, 102 Or 382, 202 P 743 (1921); and Gerdetz v. Central Oregon Irrigation Co., 83 Or 576, 163 P 980 (1918). Once again in Mayer,the principal issue is one of classification of material and measurement for payment. Along with a detailed digest of the law, Judge Rossman presents an

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extensive factual summary. Detailed consideration is given to the kind of a mistake which will set aside an award by the engineer. Here is how the court set the standard:

> "It is to be observed that almost every court which has defined the kind of mistake which will justify an impeachment of the engineers' award has spoken of 'a palpable mistake,' 'a mistake so clear that it implies bad faith,' 'evident mistake,' 'a clearly proven mistake,' 'a failure to exercise an honest judgment,' 'arbitrary action' etc. This court has not only employed language to like effect, but has never disregarded an engineer's certificate on account of a mistake unless the latter was of the above type." 130 Or 341 at 356-357.

The court went on to say:

> "When the parties subscribed their signatures to the contract they agreed to abide by an honest mistake made by the engineer that was not gross." 130 Or 341 at 360.

Judge Rossman was on the panel of the court opposite Judge Bean when the Mayer decision was rendered. Bean took no part in the decision, but did not have long to wait before again trying his hand. Judge Bean's next opinion in this area was in the case of Friberg v. Elrod, 136 Or 186, 296 P 1061 (1931). While the Friberg opinion involves a private matter rather than a public contract, it is important because it represents the culmination of Judge Bean's thinking on the process of the engineer's decision and shows that Bean's department of the court was in full accord with Rossman's.

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The contract considered by Judge Bean contained the following language:

> "'The engineer shall be the sole judge of the sufficiency of the force employed, the suitability and capacity of any plant and the quality of the work done by the contractor or his employees.'
>
> Section 5 of the specifications, which are made a part of the contract, provides:
>
> 'All corrections of errors or omissions in the specifications or plans may be made by the engineer when such correction is necessary for the proper fulfillment of their intention as construed by him.'
>
> Section 11 of the specifications reads as follows:
>
> 'All disputes or disagreements between the parties hereto shall be submitted to and decided by the engineer and his decision shall be binding upon both parties.'"

These sections closely parallel sections 105.01, 105.03, 108.05 and 104.02 of the Standard Specifications for Highway Construction, Oregon - 1984. An additional provision closely paralleling section 109.04 which read:

> "Any reasonable modification of the proposed plans which does not materially add to the cost of the work to the contractor or any work required because of omissions or incomplete plans shall be performed at the prices bid and without extra payment on account of such changes or omissions."

Plaintiff contended that the contract had been so modified by the parties that it was abandoned citing Hayden v. Astoria, 74 Or 525, 145 P 1072 (1915). Judge Bean rejected that

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contention, pointing out that the contract in Hayden, supra, made no allowance by its terms for extra work while the contract in the case at bar did. 136 Or 186 at 193.

In considering the matter as to the engineer's decision concerning the amounts allowable for the work, Judge Bean states:

> "The estimate of an engineer and arbitrator in such a case may be impeached for fraud; that is, it may be shown that the engineer in charge intentionally underestimated or overestimated the work. It may also be impeached b proof of gross errors in the measurements and calculations. If the evidence shows such errors, it either creates the presumption of fraud or warrants the conclusion that the engineer did not exercise that degree of care, skill and good faith in the discharge of his duty, which the law exacts, and in either of such events the court will disregard the estimate so far as necessary to do substantial justice. The certificate of an engineer in such a case is termed an award: Sweeney v. Jackson County, 93 Or. 96, 116 (178 P. 365, 182 P. 380); see also Mundy v. Louisville & N. R. Co., 67 Fed. 633, 637 (14 C.C.A. 587). Where a contract stipulates that a certain engineer is expressly clothed with the broad authority to determine all questions arising in relation to the work, and in the case of improper construction or failure to comply with the contract, to suspend the work and order the partial or entire reconstruction, or to declare the contract forfeited, and provides that after the completion of the work the engineer shall make a final estimate of the amount of work done, and the value thereof to be paid by the builder, and determine all disputes, and for payments to be made on the engineer's certificate, the contract does not create a mere naked agreement to submit differences to arbitration, such stipulations are of the very essence of the contract, and such agreement is not subject to revocation by either party, and an award made by virtue of such contract provisions, and evidenced by the final

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> certificate of the engineer in the absence of fraud or of such gross mistake as would imply bad faith or a failure to exercise honest judgment, is binding on both parties to the contract, in so far as it is confined to disputes actually subsisting and open to arbitration: Sweeney v. Jackson County, supra; Memphis Trust Co. v. Brown-Ketchum Iron Works, 166 Fed. 398, 403, 305 (93 C.C.A. 162); Sweeney v. U.S., 109 U.S. 618 (27 L. Ed. 1053, 3 S. Ct. 344).
>
> In the present case the plaintiff has neither alleged nor proven that the engineer was guilty of any fraud or of such gross mistake as would imply bad faith or a failure to exercise honest judgment in estimating that part of the work done by plaintiff to be paid for by Elrod and Trimble, which was considered and passed upon by him." 136 Or 186 at 184-195.

The suggestion by some that Baker v. Multnomah County, supra, represents a departure from the rule allowing the engineer's decision to be set aside only in case of fraud or gross mistake may be put to rest. Judge Bean who wrote the Baker decision does not view it in that light. Neither did Judge Rossman's panel.

The Supreme Court next considered the issue of the scope of the engineer's decision in the case of Highway Commission v. Heintz Construction, 245 Or 530, 423 P2d 175 (1967). The principal dispute in the case concerned excavations below subgrade and the backfilling thereof. When the case was submitted to the jury, the jury was instructed that there was a disputable presumption that the final estimate was correct on the basis that its compilation was an official duty regularly

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DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

performed. 245 Or 530 at 536. The court held that instruction to be in error.

In its discussion of the rationale leading up to its decision, the court considered the provisions of the contract including provision 1.5.1, a direct antecedent of current specification 105.01. That provision read:

> "To prevent misunderstandings, disputes and litigation it is expressly understood by all of the parties to the contract, including the surety, that the engineer shall, in all cases, determine any and all questions which may arise concerning the quality, quantity, and acceptability of materials furnished and work performed; the manner and rate of progress of the performance of all work; the interpretation of plans and specifications; and the amounts and classifications of the several kinds of work and materials; and his estimates and decisions in these matters shall be final, binding, and conclusive upon all parties to the contract."

Concerning its application, the court observed:

> "This court has held, consistent with other jurisdictions, that if the engineer's decision falls within the purview of the provision just above quoted, it is final and can only be set aside by proof of fraud or gross mistake. Friberg v. Elrod, 136 Or 186, 296 P 1061 (1931); Baker v. Multnomah County, 118 Or 143, 246 P 352 (1926); Annotation, 110 ALR 137, 143 (1937). We find, however, that the controversy here is not governed by this provision." 245 Or 530 at 541.

The question in the case was a fact question as to whether or not the engineer had deleted certain work from the contract. This was a question for the trier of fact, not the engineer. This is the very same conclusion reached by the judge in Baker v. Multnomah County, supra, 118 Or 143 at 163

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cited above. Highway Commission v. R. A. Heintz Construction, supra, represents no advance in the state of the law from the earlier decisions. It is a reaffirmation in toto of the of the law announced by Judge Bean and Judge Rossman in the 1920's and 1930's. A. H. Barbour and Son v. Highway Commission, 248 Or 247, 433 P2d 817 (1967), later the same year reaffirmed the position of the court taken in Highway Commission v. R. A. Heintz Construction, supra.

The matter of an engineer's decision upon a construction contract claim did not again arise until 1974 in the case of Krieg v. Union Pacific Land Resources Corp., 269 Or 221, 525 P2d 48 (1974). The contract provision in that case differed materially from those usually encountered in that it purported to give the engineer the right to decide whether work ordered was within the definition of "extra work" or excluded from it. This was not a technical question nor one of applying a technician's skill to compute volumes or survey lines. It was a question of contract interpretation. After a cursory review of the opinions to date, Judge McAllister predictably decided the question of contract interpretation was one upon which the court, rather than the engineer, had the final say.

In the process of reaching its decision, the court again reaffirmed the consistent positions taken in prior cases. The odd provision of the Krieg case contract is in marked contrast to the language of Standard Specification for Highway Construction - Oregon 1984, section 105.01. Both provisions

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are set out below for comparison.

"Section 15. EXTRA WORK

"'The Company may require the Contractor to perform work which the Engineer may not classify as alternations or changes of or to the work covered by this contract but as work in addition thereto. If the latter, the work shall be classified as extra work and upon written order of the Engineer it shall be paid for at prices to be agreed upon in writing by the Engineer and Contractor before commencement of such extra work. * * * Extra work shall be performed by the Contractor only upon the written order of the Engineer and not otherwise. * * * The Engineer shall determine whether the meaning of this Section or otherwise, and his decision in that regard and with respect to the amount, classification and value of the work shall be binding upon the parties hereto."

* * * * * * * * * * * * *

Subsection 105.01 Authority of the Engineer - The Engineer will decide all questions which may arise as to the quantity, quality and acceptability of materials furnished and work performed and as to the rat of progress of the work; all questions that may arise as to the interpretation of the plans and specifications; and as to the acceptable fulfillment of the contract on the part of the Contractor. The Engineer's estimates and decisions in these matters shall be final, binding and conclusive upon all parties to the contract.

All work to be done under the contract will not be considered completed until it has passed final inspection by the Engineer and is accepted by the Commission. The authority of the Engineer is such that the Contractor shall at all times carry out and fulfill the instructions and directions of the Engineer insofar as they concern the work to be done under the contract.

The Engineer has the authority to suspend the work as set forth in Section 108, particularly subsection 108.07.

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> Interim approval of the work by the Engineer during progress of the work signifies favorable opinion and qualified consent; it does not carry with it certification, nor assurance of completeness nor assurance of quality nor assurance of accuracy concerning details, dimensions and quantities. Such approval will not relieve the Contractor from responsibility or errors, for improper fabrication, for nonconformance to requirements or for deficiencies within his control.

Krieg is good authority, but those citing it must be careful to consider the facts and the peculiar provision considered in the case.

Lincoln Construction, Inc. v. Thomas J. Parker & Associates, 43 Or App 207, 602 P2d 696 (1980), represents the most recent appellate court thought in this area. They do no more than to reaffirm the principles enunciated in Friberg v. Elrod, 136 Or 186, 296 P 1061 (1931), over fifty years ago.

The state of the law may be fairly summarized in this manner:

> Absent fraud or gross mistake, the decision of the Engineer is final and binding on matters of fact or technical

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JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

questions falling within the range of subjects which the contracting parties have agreed to submit for determination.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

151

WILLIAM F. CLORAN OSB #72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313.

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

show upon the face of the affidavit, are adequate to support such an opinion.

The facts presented in the Kleinschmit affidavit and the documents appended to it are uncontroverted. There is no dispute as to any matter of material fact.

III.

MATTERS OF LAW

Plaintiff attempts to attack the legal basis for summary judgment by arguing that the Standard Specification Section 105.01, quoted above at page 2, is inapplicable to the dispute between the parties. The argument is contrived. Plaintiff begins by suggesting that decisions of the engineer rendered under § 105.01 are not binding as to quantities of material furnished. This flies in the face of the contract language and nearly one hundred years of Oregon jurisprudence. Oregon has recognized the finality and binding nature of clauses like § 105.01 since 1891. J. R. Meyers Co. v. Pacific Construction Co., 20 Or 603 (1891). From then until today, both our Supreme Court and Court of Appeals have held that, given language similar to § 105.05, the decision of the engineer is final and binding absent fraud or gross mistake. Lincoln Construction v. Thomas J. Parker & Assoc., 43 Or App 207, 602 P2d 696 (1980); rev'd 289 Or 68 Krieg v. Union Pacific Land Resources, 269 Or 221, 525 P2d 48 (1974); A. H. Barbour and Son v. Highway Commission, 248 Or 247, 433 P2d 817 (1967); Highway Commission v. Heintz Construction, 245 Or 530, 423 P2d 175 (1967); Friberg v. Elrod,

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PHONE 378-4400

136 Or 186, 296 P 1061 (1931); Mayer v. Eastside Logging Co., 130 Or 341, 278 P 957, 280 P 343 (1929); North Pacific Construction v. Wallowa County, 119 Or 565, 249 P 1100 (1926); Baker et al v. Multnomah Co., 118 Or 143, 246 P 352 (1926); Johnson v. Prineville, 100 Or 105, 196 P 817 (1921); Sweeney v. Jackson County, 93 Or 96, 178 P 365, 182 P 380 (1919); Hoskins v. Powder Land and Irrigation Co., 90 Or 217, 176 P 124 (1918); and Elliot Contracting v. Portland, 88 Or 150, 171 P 760 (1918). Plaintiff's suggestion that the law is to the contrary and that § 105.01 does not mean what its plain words import is preposterous.

Plaintiff's contention that § 109.15 impeaches the language of § 105.01 is misguided. Section 109.15 concerns the time when claims are waived if not asserted. It in no way impeaches the finality of the engineer's decision as to quantity or the standards to be applied by the courts in deciding such claims.

Plaintiff's suggestion in its memorandum that no engineer's decision has been made has no basis in law or, as we have previously seen, in fact. Plaintiff does consider itself to have received an engineer's decision, and does not dispute that Mr. Harwood's letter which is exhibit 10 to the Kleinschmit affidavit recites that decision. The Ross affidavit creates no issue of fact in this regard as shown by Mr. Ross's deposition.

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JUSTICE BUILDING
SALEM, OREGON 97310

SUMMARY

There are no issues of material fact. The Ross affidavit is a clever attempt to twist its maker's true meaning and creates no issue. The Glaeser affidavit is bereft of facts. While it purports to point to gross error in the engineer's estimate, it does not do so. Glaeser has nowhere computed quantities and could point to no specific error. In addition, plaintiff has pled a simple common count for nonpayment in its complaint. The pleading nowhere claims the engineer breached the contract by failing to properly compute quantities. Plaintiff's case is limited to its pleadings. Its reply may not introduce a new theory of breach. The Glaeser affidavit is also immaterial. Defendant is entitled to judgment as a matter of law.

Exhibits

A. Excerpts of deposition of Steven M. Ross on file with the court.

B. Excerpts of deposition of Robert Glaeser on file with the court.

Respectfully submitted,
DAVE FROHNMAYER
Attorney General

for /Kendell M. Bames

WILLIAM F. CLORAN OSB #72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

9424

March 10, 1988

CON 5 - 9424

Safeco Insurance Company
4101 S. W. Kruse Way
Lake Oswego, OR 97034

Contract No. 9424 awarded to Ross Bros. Construction, Inc. for railroad relocation on the Tualatin Valley Highway Grade Separation Section, Beaverton, in Washington County was completed on June 20, 1984 and accepted by the State Highway Division on March 3, 1988.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before March 15, 1988.

No claims for labor or material have been filed with us against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

bc: C. O. Fredrickson
Walt Hart
Mike Gander
Rick Kuehn

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9424

TO: Manager
Commission Services

DATE: March 3, 1988

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9424 , On Site Work Substantially Completed July 22, 1983

All Work Completed June 20, 1984

Project Highway Grade Separation

Highway Tualatin Valley

County Washington

Type of Work Railroad Relocation

Contractor Ross Bros. Construction, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

SURETY LETTER WRITTEN 3/10/88

RECEIVED
MAR - 7 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

July 21, 1986

Larry Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Re: Ross Bros. Construction Co., Inc. v. State of Oregon
Washington County Circuit Court Case No. 86-0711C

Dear Mr. Rulien:

This is to inform you that the above entitled matter has been filed in Washington County Circuit Court. Named defendants include the State of Oregon, Department of Transporation, Highway Division. This matter concerns an alleged breach of contract on the Tualatin Railroad Relocation.

I have assigned this case to Trial Attorney William F. Cloran, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRM/jep

cc: O. B. Jackmond (w/enc.)

RECEIVED
STATE HWY ENGR
JUL 23 '86
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9424

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5
#9424

TO: Marion Craft
Metro Region Construction

DATE: February 7, 1986

FROM: Gerald Wimer
Construction Operations Engineer

SUBJECT: Tualatin Valley Highway Grade Separation
Contract No. 9424

NOTED
W. E. SCHWARTZ

RECEIVED
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Contract work on this project was completed on July 22, 1983. During our review of the materials summary, submitted on January 23, 1984, we found the following unresolved deficiencies.

Bid Item No. 16, Class "B" and "C" Asphalt Concrete Mixtures

19% of the "B" mix and 23 % of the "C" mix did not comply with specification. A price agreement for $3,660.66 was completed by this office. There is no evidence of follow-up action being taken by your office.

Bid Item No. 64, Class 5500, Structural Concrete

The test result summary lists 1,110 cubic yards, 79% of this material had low strengths averaging approximately 5,000 psi.

Using our standard procedures, a price adjustment of $115,182.83 was completed using the average strength for this class, and $141,548.02 if the average strengths of each set of cylinders is used.

These deficiencies are of such a nature that some action must be taken.

Your attention is further directed to the fact this project was financed by local government funding. This means that any uncorrected deficiencies not billed against the contractor will result in non-participation, part of all of which would be billed to the local government. In as much as the State contracted to perform the management of this project, the local government should be made aware of these deficiencies.

Unless we hear from you by March 10, 1986, the project records will be closed.

Please determine and submit your recommendations and/or proposed corrective actions by March 10. You may still have a basis for a price adjustment against the contractor or you may have a basis for a lessor amount than identified by this office.

Should any amounts be declared non-participating, such action will be reported to the Assistant State Highway Engineer for Operations.

GW:kjm

cc: W. E. Schwartz
Jack Sullivan
Don Harwell
Quality Control

02051k

9424

August 31, 1984

Rodney R. Mills
Kobin & Meyer, P.C., Attorneys at Law
610 SW Alder Street, Suite 800
Portland, Oregon 97205

CON

Contract No. 9424
Tualatin Valley Highway Grade Separation

This is in response to your letter of August 24 on behalf of the contractor, Ross Bros, Construction, Inc.

On April 19, 1984 I wrote Ross Bros. denying their request for early completion bonus time adjustment. This letter also informed Ross Bros. that, "No request for adjustment of contract time on this project will be considered unless accompanied by the total project CPM schedule for each month and showing all work activities and all delays and causes for each delay. Should you wish further consideration in this matter, please submit the above data to Project Manager Robert Shotwell."

Ross Bros., by letter of June 27, 1984, strongly disagreed with my conclusion but refused to submit the CPM data requested.

Our field engineers will contact Ross Bros. and arrange a meeting to review this matter, if that is their desire.

W. E. Schwartz, P. E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc C. O. Fredrickson
Al Harwood w/att.
Bob Shotwell w/att.

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

TELEPHONE 223-1107
AREA CODE 503

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROBERT S. BANKS, JR.

LEO LEVENSON
OF COUNSEL
(1903-1981)

August 24, 1984

RECEIVED
STAT. HWY ENGR
AUG 28 '84
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File
✓
Orig to 8/27
due 9/4

Oregon Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Attn: W. E. Schwartz, P. E.
Assistant State Highway Engineer
for Operations

Re: Contract 9424; T. V. Highway
Grade Separation

Gentlemen:

This office represents Ross Bros. Construction, Inc., regarding the above referenced project. In June of this year our client sent you a letter regarding a claim on this project. To date our client has yet to receive any response to its claim. We would appreciate receiving an indication as to whether the claim will be accepted or rejected. In the event that we do not receive any notification from your office within the next few weeks regarding our client's claim, we will be forced to initiate appropriate legal proceedings to protect our client's interests.

Thank you very much for your prompt attention to this matter.

Very truly yours,

KOBIN & MEYER, P.C.

Rodney R. Mills

RECEIVED
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JUN 29 '84
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Jackmond
FOR
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✓ | | | | | ✓ |

Orig - to 7/2

June 27, 1984

Mr. Robert Shotwell
Project Manager
4755 S. W. Watson
Beaverton, Or 97005

Re: Contract 9424
T. V. Highway Grade
Separation

Gentlemen:

We are in receipt of your letter dated April 19, 1984 in which you deny Ross Bros.' request for 61 days of additional time regarding the above referenced project.

Ross Bros. strongly disagrees with your conclusion that the previous time extension was sufficient to compensate Ross Bros. for time spent performing extra work orders and price agreements. As detailed in our previous letters, the magnitude of the extra work required, significantly delayed what would have otherwise been an early completion of this project. As a consequence of these delays, Ross Bros. is being denied compensation for an early completion.

Your refusal to give any consideration to Ross Bros.' claim until Ross Bros. provides copies of Critical Path schedules is unreasonable and contrary to the requirements of the contract documents. During the course of construction, Ross Bros. fully complied with the requirements of Revision Letter No. 2 by preparing monthly revised and updated Crictical Path Schedules. These schedules were prepared by Steve Pinnell, a professional engineer, licensed in Oregon, and submitted to, and approved by, your project manager.

We would also remind you that one of the contract provisions, 108.9, provides that "Failure of the State, its representatives...to act promptly in carrying out obligations and duties," will be considered in adjustments of contract time.

The failure of the Beaverton Urban Renewal Agency to timely submit the Railroad Agreement to the Southern Pacific Transportation Co. of approval did delay the contract and cause us to reschedule our work.

ROSS BROS. CONSTRUCTION, INC.

GENERAL
CONTRACTOR

3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

It remains Ross Bros.' position that your department has been supplied with all documents necessary to support Ross Bros.' right to additional time on this project. We are very willing to meet with you to discuss this matter if you feel such a meeting would be beneficial. If, on the other hand, your letter of April 19, 1984 still reflects your position regarding Ross Bros.' claim, we would appreciate prompt notice so that we may take appropriate steps to protect and pursue our legal rights.

Very truly yours,

ROSS BROS CONSTRUCTION INC.

Steven M. Ross
Vice President

SMR:lb
cc: W. E. Schwartz, P. E.
Ass't State Highway
Engineer for Operations

Rodney R. Mills
Kobin & Meyer, P.C.

9424

April 19, 1984

CON

Ross Bros. Construction Inc.
3501 Brooklake Road, N.
Salem, Oregon 97303

Request for Adjustment of Contract Time
Tualatin Valley Highway Grade Separation
Contract No. 9424

Your request for adjustment of contract time for completion of the above project has been carefully reviewed. You have requested an additional 61 calendar days of bonus for early completion due to the performance of extra work and due to railroad utility delay. A review of the project records indicates that any delays to project completion due to these delays have been liberally provided for by previous time extension, suspension of contract time charges, deletion of the painting of the reinforced earth walls, and allowing early concrete placement in the highway structure. Your request is therefore denied.

Revision Letter No. 2 on this contract, issued January 8, 1982, requires the submittal of "Critical Path Scheudle" prepared by an engineer registered to practice in the State of Oregon, and a monthly revision of that "Critical Path Schedule". No request for adjustment of contract time on this project will be considered unless accompanied by the total project CPM schedule for each month and showing all work activities and all delays and causes for each delay. Should you wish further consideration in this matter, please submit the above data to Project Manager Robert Shotwell.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Bob Shotwell w/att.

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: March 23, 1984

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

SUBJECT: TUALATIN VALLEY HIGHWAY GRADE SEPARATION
Contract No. 9424

Attached is a time adjustment request from Ross Bros. Construction Company, for an adjustment of 61 days, thereby reducing the final time on the job from 527 days to 461. Ross Bros. lists work done under Extra Work Order 1-13, Price Agreement 2-6, and railroad delays as reasons for his 61 day claim.

Bob Shotwell has looked at the work done by Extra Work and Price Agreement and can see no delays that haven't been accounted for. He does state that there was a two day delay caused by the work done between Transco Pacific, a subcontractor, and the Southern Pacific Railroad. I don't know if we should be held responsible for this conflict.

Bob also states that we deleted the painting of the reinforced earth walls, which could possibly mean less time, and that due to the reduced rate of settlement of the abutments, the contractor was allowed to place concrete on the abutments 43 days ahead of the specified 4 month time set up in the contract.

My recommendation is to tell the contractor that we believe our time count on the project is correct and justified. He hasn't shown in his time adjustment request any substantiated reasons to consider an adjustment.

4-13-84

W. E. Schwartz -
I concur with Region and Project Manager and recomend that this request be denied.

O. B. Jackmond

MC/gw
Attachment
cc Bob Shotwell

CE CAE FOE OCS SCS RO OM CA LS TC FE CP

RECEIVED
MAR 26 1984
CONSTRUCTION SECTION

125-1387

9424

ROW 12

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 17, 1984

Mr. John Thomas
Williams, Stark, Hiefield
and Norville, P.C.
Attorneys & Counselors at Law
Suite 775, Boise Cascade Bldg.
1600 S.W. Fourth Avenue
Portland, OR 97201-5578

RE: File 22814
Beaverton-Forest Grove
Section
Tualatin Valley Highway
Washington County

Dear John:

Communications between the Oregon Department of Transportation and Beaverton Urban Renewal Agency were less than perfect. We had understood that we were to be furnished with center line descriptions for replacement property equal in quality to that which we were giving up. We are not satisfied with either the form or the format of the descriptions furnished us. They are difficult to follow and contain sufficient errata to make us suspicious of their future utility to us. Attached is a note from our description people identifying areas which we have found from a cursory examination of the documents.

We still believe that the Highway Division is entitled to fee ownership of all properties which we are trading for the fee ownership that we presently enjoy. The case of the Department of the Interior, Bonneville Power Administration properties are unique from a legal standpoint and we would consider that problem separate from either of the other two entities.

It would be my position at the present time we establish a center line description and widths sufficient to contain our highway within the present monumented property, which you purchased from the Archdiocese of Portland, Oregon, an Oregon nonprofit corporation. If this is satisfactory, quitclaim the remainder between the two lines back to the Archdiocese. I am hopeful of resolving this conflict in methods as quickly as possible.

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Cordially yours,

J. B. Boyd, PE, PLS
Right of Way Manager

JBB:jr
attach.

cc: E. S. Hunter ✓
J. H. Versteeg
Ed Hardt
Hank Wakerlig
Jack Sollis

Form 734-3122

RESULTS OF ERROR RESEARCH

Deed Description From BURA to ODOT

1. Initial ties from NE corner DLC No. 41 to POB do not scale deed (S 4760' and 1881' E to POB) scale (S 4670' appx. and 2030') = 5092'

2. Secondary ties from intersection of T.V. Highway and East line of DLC No. 41. Do not scale, using ties from deed description. Ties scale relatively close to point No. 2 of description. (Possible error in position of POB?)

3. Ties in Exception No. 1 do not scale.

Deed Description From BURA to BNRR (Oregon-Washington) Inc.

1. Ties to POB from NE corner DLC No. 41 do not scale. $(361)^2 + (2907)^2 = 2929.32$. Actual scale appx. 3060 feet at appx. S 84°30' W.

   Tan = 361 ÷ 2907 = 8.05263158 = S 82°55'16" W (calculated from given ties)

2. Bearing and distance call left completely out of description (thence S 7°07'30' W 217.23 feet)

3. Ties in Exception No. 2 do not scale and angle from North line does not fit. Distance from deed ties = 5324.16 feet. Scale distance = 5360±.

4. Ties in reservation for bike path do not scale.

Deed Description From PGE to BURA

Parcel 2 initial tie does not scale. Secondary tie okay.

Deed Description From BPA to BURA

Initial tie from NE corner DLC does not scale. Secondary tie scales okay.

ROW 12

F

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

In Reply Refer to
File No

March 12, 1984

Mr. John Thomas
Williams, Stark, Hiefield
and Norville, P.C.
Attorneys & Counselors at Law
Suite 775, Boise Cascade Bldg.
1600 S.W. Fourth Avenue
Portland, OR 97201-5578

RE: File 22814
Beaverton-Forest Grove
Section
Tualatin Valley Highway
Washington County

Dear John:

As discussed with you on the telephone the other day, the descriptions which you sent to us are too ponderous for our use. The agreement signed December 2, 1980 obligated the City to provide to the State Highway Division, a fee ownership of their relocated highway.

The descriptions are not feasible for our use. The Department is obligated to continue maintaining this highway for many years to come and the descriptions and monumentation are not standard to our operations. We wish to re-run the center line of the highway, write a center line description which covers the needed right-of-way approximately one foot outside of the general form of the previous survey done in 1981 by Winzler and Kelly; in return granting to the Burlington Northern, Portland General Electric and the Bonneville Power Administration, crossing easements over that right-of-way.

It appears from the documents that I see, you have paid compensation for the fee of these particular portions of the property. The cost of rewriting the descriptions will be $2,500 and the cost of the survey of this center line and its monumentation and preservation by recording of the survey will cost $7,500. Both costs will be at this maximum. Any cost over this amount will be borne by the Highway Division.

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Form 734-3122

The main objection that we have to the documents and survey presented to us is that it does not meet the criteria which I established in my letter of March 5, 1981, which was discussed with Mr. Jim Dunn of the City of Beaverton, and who received a copy of that letter to our Right of Way Supervisor, Mr. Ken Rolfe.

Cordially yours,

J. B. Boyd, PE, PLS
Right of Way Manager

JBB:jh

cc: E. S. Hunter
Hal Versteeg
Ed Hardt
Ken Rolfe
Lou Spisla
Hank Wakerlig

January 12, 1984
Statement of Overruns and Underruns
Tualatin Valley Highway Grade Separation
Contract No. 9424
Prefix No. 134-8265

Ventacz ✓
Anderson
Adams
Macnab
Steedemmeyer
Turpin
Trout
Wakeley

RECEIVED
JAN 27 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Item	Contract Authorization	Semi-Final	Percent + or -
Contract Bid Items	5,829,098.00	5,900,416.42	+1.22
Anticipated Items	23,000.00	19,000.00	-20.50
Contingencies	263,384.91	----------	---
Engineering	468,239.84	440,000.00	-6.03
Adjustment Items		-24,796.59	
Price Agreements		-2,140.00	
Less Anticipated Items Included Above		-0-	
Extra Work Orders		141,544.62	
Less Anticipated Items Included Above		-3,200.00	
State Force Orders		11,030.00 *	
Less Anticipated Items Included Above		-1,700.00	
Total	$6,584,622.75	$6,480,154.45	-1.59

* Estimate figure bills are not in.

January 12, 1984
Statement of Overruns and Underruns
Tualatin Valley Highway Grade Separation
Contract No. 9424
Prefix No. 134-8265

Bid Item	Description	Unit	Contract Quantity	Final Quantity	Percent + or -
1.	Mobilization	L.S.	100%	100%	---
2.	Temporary Protection and Direction of Traffic	L.S.	100%	100%	---
3.	Temporary Signs	Sq.Ft.	195	585	+200
	Not sufficient signing on plans to handle traffic changes. Additional signing also required by BURA.				
4.	Temporary Concrete Barriers	Lin. Ft.	7235	7125	-1.59
5.	Moving Temporary Concrete Barriers	Lin. Ft.	9,100	10,137.50	+11.4
	Barrier moved in stage to go from west end bridge to 160th. - not shown on plans.				
6.	Flagmen	Hour	2,500	248.50	-90.1
	Very little flagging required.				
7.	Clearing and Grubbing	L.S.	100%	100%	---
8.	Removal of Structures and Obstructions	L.S.	100%	100%	---
9.	Embankment in Place	Cu.Yd.	139,000	154,294.42	+11.0
	Apparently original estimate incorrect.				
10.	Granular Embankment in Place	Cu.Yd.	120,300	115,532.46	-3.96
	No 2.00 Ft. blanket placed between south side of T.V. Highway fill and north side of tracks.				

January 12, 1984
Statement of Overruns and Underruns
Tualatin Valley Highway Grade Separation
Contract No. 9424
Prefix No. 134-8265

Bid Item	Description	Unit	Contract Quantity	Final Quantity	Percent + or -
11.	Sand Drains	L.S.	100%	100%	---
12.	Trench Excavation	Cu.Yd.	4,885	4,004.24	-18.0
	A section of 21" sanitary sewer was not laid - existing pipe utilized.				
13.	Aggregate Base	Ton	3,550	1,842.785	-48.1
	Waste CTB used in shoulder areas.				
14.	Cement Treated Base Mixture	Ton	20,825	19,102.665	-8.27
	A/C used on end sections where old T.V. Highway joins new alignment,				
15.	Portland Cement in CTB Mixture	Ton	1,090	835.510	-23.3
	See Bid Item No. 14.				
16.	Class B Asphalt Concrete Mixture	Ton	8,985	14,063.950	+56.5
	Due to fill settlement an inadequate CTB design final grading done with A/C.				
17.	Asphalt Cement in Mixture	Ton	585	811.000	+38.6
	See Bid Item No. 16.				
18.	Asphalt In Tack Coat	Ton	7	19.05	+172.1
	See Bid Item No. 16.				

Bid Item	Description	Unit	Contract Quantity	Final Quantity	Percent + or -
19.	132-inch Structural Plate Pipe	Lin. Ft.	384	384	---
20.	24-inch Asbestos Bonded Culvert Pipe	Lin. Ft.	76	76	---
21.	8-inch Sewer Pipe	Lin. Ft.	592	662	+11.8
	Redesign of 8" sanitary sewer in conjunction with 21" sanitary sewer changes increased 8" run.				
22.	21-inch Sewer Pipe	Lin. Ft.	229	146	-36.2
	Redesign of 21" sewer utilized existing sewer run.				
23.	36-inch Sewer Pipe	Lin. Ft.	74	75	+1.4
24.	8-inch Culvert Pipe	Lin. Ft.	358	367	+2.5
25.	12-inch Culvert Pipe	Lin. Ft.	137	140	+2.19
26.	18-inch Culvert Pipe	Lin. Ft.	88	108	+22.73
	Additional pipe required to cross Roadway.				
27.	24-inch Culvert Pipe	Lin. Ft.	794	1140	+43.58
	Pipe added east of highway bridge between fill and railroad.				
28.	36-inch Culvert Pipe	Lin. Ft.	18	24	+33.3
	Lengths on plans incorrect for roadway width.				
29.	24-inch Ductile Iron Pipe	Lin. Ft.	23	36	+56.5
	Pipe manufactured in 18' length so waste incurred. Unusual amount of waste.				

January 12, 1984
Statement of Overruns and Underruns
Tualatin Valley Highway Grade Separation
Contract No. 9424
Prefix No. 134-8265

Bid Item	Description	Unit	Contract Quantity	Final Quantity	Percent + or -
30.	18-inch Welded Steel Pipe	Lin. Ft.	140	140	---
31.	24-inch Welded Steel Pipe	Lin. Ft.	140	140	---
32.	36-inch Welded Steel Pipe	Lin. Ft.	213	134	-37.1
	Revisions in casing of sanitary sewer required less pipe.				
33.	Portland Cement Concrete in Sewers	Cu. Yd.	10	3.671	-63.29
	Quantity computed less than estimated.				
34.	Bedding Material	Cu. Yd.	2,200	2,206.090	+2.77
35.	Concrete Manholes	Each	8	9	+12.5
	Sanitary sewer redesign added a manhole.				
36.	Concrete Inlets, Type D	Each	2	3	+50.0
	Change in drainage required one more inlet.				
37.	Concrete Inlets, Type G-2	Each	9	7	-22.22
	Change in drainage required two less inlets.				
38.	Guard Rail, Type 2A	Lin. Ft.	4,520	4,593	+1.62
39.	Guard Rail, Type 3	Lin. Ft.	100	100	---
40.	Guard Rail Anchors, Type 1	Each	4	4	---

Bid Item	Description	Unit	Contract Quantity	Final Quantity	Percent + or -
41.	Rail End Pieces, Type C	Each	4	4	---
42.	Drainage Curb	Lin. Ft.	1910	1900	-0.52
43.	Loose Riprap Class 30	Ton	465	51.2	-89.0
	Estimate apparently incorrect.				
44.	Loose Riprap Class 100	Ton	1,085	1,595.47	+47.05
	Estimate apparently incorrect.				
45.	Subballast	Cu. Yd.	9900	9741	-1.6
46.	Secondhand R.E. 115-lb. Cont. Weld Rail	Lin. Ft.	5,280	5,289	+1.7
47.	New R.E. 115-lb. Bolted Rail	Lin. Ft.	210	321	+58.57
	Revisions in switching required payment for additional bolted rail.				
48.	Secondhand Relay Convention Bolted Rail	Lin. Ft.	5,285	5,280	-0.09
49.	No. 9 Turnout R.E. 115-lb. Rail	Each	1	1	---
50.	No. 11 Turnout R.E. 115-lb. Rail	Each	4	4	---
51.	Ballasting	Lin. Ft.	11,350	11,887	+4.73
52.	Fab. & Furnish Reinf. Earth Wall Face Panel	Sq. Ft.	18,390	18,391.9	+0.01

January 12, 1984
Statement of Overruns and Underruns
Tualatin Valley Highway Grade Separation
Contract No. 9424
Prefix No. 134-8265

Bid Item	Description	Unit	Contract Quantity	Final Quantity	Percent + or -
53.	Erecting Reinforce Earth Wall Face Panel	Sq.Ft.	18,390	18,258.8	-0.7
54.	Structure Excavation	Cu.Yd.	7,860	11,017.68	+40.2
	Vertical sand drain area sub excavated for better R.E. wall support.				
55.	Furnish Pile Driving Equipment	L.S.	100%	100%	---
56.	Furnish 24-inch Prestress Concrete Pile	Lin.Ft.	4,954	5,050	+1.94
57.	Drive Prestressed Concrete Piles	Lin.Ft.	4,330	4,532	+4.67
58.	Drive Test Piles	Lin.Ft.	286	262	-8.39
59.	Load Tests	Each	4	4	---
60.	Furnish Reaction Frame or Load Platforms	Each	4	4	---
61.	Drilling Pile Holes	Lin. Ft.	130	79	-39.2
	In some cases pile drove before fill in place.				
62.	Structural Concrete Class 3300	L.S.	100%	100%	---
63.	Structural Concrete Class 4000	L.S.	100%	100%	---
64.	Structural Concrete Class 5000	L.S.	100%	100%	---

Statement Of Overruns and Underruns
Tualatin Valley Highway Grade Separation
Contract No. 9424
Prefix No. 134-8265

Bid Item	Description	Unit	Contract Quantity	Final Quantity	Percent + or -
65.	Prestressed Concrete Box Girders	Each	29	29	---
66.	Reinforcement	L.S.	100%	100%	---
67.	Coated Reinforcement	L.S.	100%	100%	---
68.	Prestressing Steel	L.S.	100%	100%	---
69.	Reinforced Concrete Bridge End Panels	Sq.Yd.	470	477.60	+1.62
70.	Deck and Wall Material	L.S.	100%	100%	---
71.	Expansion Joint	L.S.	100%	100%	---
72.	Earthquake Restrainers	L.S.	100%	100%	---
73.	Bearing Devices	L.S.	100%	100%	---
74.	Type D Signs in Place	Sq.Ft.	25	95.4	+281.6
	Signs on plans not adequate.				
75.	Type EE Signs in Place	Sq.Ft.	13	79.2	+509.2
	Signs on plans not adequate.				
76.	Roadside Seeding and Mulching	Acre	11	6.179	-43.83
	Estimate error.				
77.	Furnishing and Planting Trees	Each	90	72	-20.0
	Trees eliminated to meet R.R. sight requirements.				

Bid Item	Description	Unit	Contract Quantity	Final Quantity	Percent + or -
78.	Furnishing and Planting Vines	Each	62,410	68,591	+9.90
	Estimate error.				
79.	Bark Mulch	Unit	210	238.2	+13.43
	Estimate error.				
80.	Soil Conditioner	Cu.Yd.	1560	1,942.1	+24.99
	Estimate error.				
PRICE AGREEMENTS					
1.	Change Payment Method for B.I. # 19	Documentation to agree specifications with plans.			
2.	R.R. Grade X'xing Revision	L.S.	---	100%	---
3.	Install R.R. Crossing	L.S.	---	100%	---
4.	Chain Link Fence	Lin.Ft.	---	604.5	---
5.	Grease Grdrl Bolts	L.S.	---	100%	---
6.	Insulated Joints	Each	---	7	---
7.	Credit to delete Paint	L.S.	---	100%	---
ADJUSTMENTS					
6001A.	Struct. Conc. Cl 3300 Adj. B.I. #62	Cu.Yd.	---	-195	---

January 12, 1984
Statement of Overruns and Underruns
Tualatin Valley Grade Separation
Contract No. 9424
Prefix No. 134-8265

Bid Item	Description	Unit	Contract Quantity	Final Quantity	Percent + or -
6001B.	Reinforcement Adj. B.I#66	Lb.	---	-10,900	---
6001C	Bonus pay for early compl.	Day	---	25.5	---
EXTRA WORK ORDERS					
1.	Striping & Reml, Markers & Traffic Control	---	---	$39,361.91	---
2.	Abut #1 & 2 Reml & Repl. of Ftg Materials	---	---	$51,073.32	---
3.	Const. Driveway	---	---	$3,468.34	---
4.	Filter Fabric	---	---	$2,013.03	---
5.	Subgrade Drainage	---	---	$4,986.17	---
6.	Elec. Conduit	---	---	$868.82	---
7.	Fabric Millikan Way	---	---	$878.57	---
8.	24" Corr. Culvert Pipe	---	---	$622.02	---
9.	Erosion Control Pipe Not Used	---	---	---	---
10.	Furn, Install & Rem Wood Sign Posts	---	---	$, 2,227.89	---
11.	Maintain Pavement	---	---	$21,732.56	---
12.	Metal Pipe Slope Protctr. for Manhole	---	---	$605.12	---

Bid Item	Description	Unit	Contract Quantity	Final Quantity	Percent + or -
13.	Rock for Walkways	---	---	$13,706.81	---
STATE FORCE ORDERS					
	Temp. Reloc. of Wolf Cr. Water Dist. Line	---	---	**	---
2.	Perm & Temp Pavement Striping	---	---	**	---

** outstanding bills.

9424

160-69

29

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

4755 S.W. Watson Ave.
Beaverton, Oregon 97005
January 11, 1984

In Reply Refer to
File No

Narrative Report
Tualatin Valley Highway Grade Separation
Contract No. 9424
Serial S-9424-040

This project was designed by HNTB through Beaverton Urban Renewal Agency. The total costs of the project were also financed by the Agency.

The project consisted of several miles of continuous welded rail, two railroad bridges and construction of a highway bridge and road approaches.

Highway Bridge approach fills were designed with Reinforced Earth walls, fill in walls being granular material. Ve rtical sand drains were required under approach fills at bridge ends. The contractor retained Vibroflotation Co., Pittsburgh, PA.

A wickdrain system Alidrain was used. 170 wicks 45 ft. long were installed in one day using special equipment.

The site of the highway bridge and relocated Tualatin Valley Highway is in a low lying unstable material with the water table approx. 7 ft. below existing ground. Because of the unstable condition of existing ground a 2 ft. granular blanket was designed and placed on all railroad and road grades before fill was placed. Rittenhouse-Zeman Geology and Soils Engineers retained by BURA predicted 11-inch settlement at bridge ends. Because of this the gramular fill was to be placed and allowed to settle for a period of 4 months before concrete work on the bridge was performed.

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ROAD DESIGN SECTION

Records of settlement indicated the completed fill did not settle to this degree and bridge construction commenced before the elapse of the 4 months.

R.E. wall construction was to be founded at an elevation that was below the water table. This created an excavation in saturated clays that was not acceptable. Foundation area was over excavated and a ballast rock placed on geotextile fabric. This proved very stable and solved the problem. R.E. wall construction proceeded very smoothly and produced an attractive retaining walls. Bridge construction (highway) proceeded with few problems and consisted of a single span post tension box girder supported by the granular fill.

Continuous welded rail consisted of rail sections 1,400 ft. long delivered by special rail cars and placed on prelaid ties by a sub contractor who specialized in this kind of work. The railroad bridge consisted of piling trestle bridges supporting prestressed precast boxes. Piling were 24-inch prestressed octagonal. The 90± lengths driven meant the pile would weigh about 40,000 lbs. The radical "over design" of the structures bordered on ludicrous.

Base design for the relocated Tualatin Valley Highway called for 10-inches CTB and 4-inches A/C.

Many problems were encountered by the contractor on laydown of CTB. Equipment used was a "Jersey Box" and auto patrol. Electronic equipment on auto patrol was not reliable and the Jersey Box could not lay a consistent depth. The first several days due to these problems the CTB was "over processed" and presented a less than ideal operation. Although our new specification is "pulling away" from use of automatic laydown machines I would suggest that unless a crew is experienced laydown with "Blades" is risky.

CTB should not be designed into projects with fills which consist of material that has deflection capabilities. Any deflections break up the CTB and the net result is cement covered aggregates.

Design of 10-inches of CTB on this project was completely inadequate.

The project called for detouring traffic over the 10-inches of CTB with 2-inches of A/C before final lift of A/C. Many failures occurred during this period and the final lift of A/C overran in order to "regrade" the roadway.

BURA's interest in getting the job done on time led them to include a specification that paid a bonus for everyday the job finished early that was equal to liquidated damage cost. The Contractor received $15,300.00 in bonus money. The prime contractor was Ross Bros. and their performance was satisfactory.

August 12, 1983

TRA

James E. Bellarts
2330 SE Brookwood Ave. #108
Hillsboro, OR 97123

You asked for answers to questions regarding (1) the computerized signal system at SW 110th and Canyon Road, and (2) the traffic signal at 209th and Tualatin Valley Highway.

The vehicle detection referred to in Mr. Schwartz' letter of May 10, 1982 was replaced in late summer 1982. This restored normal operation of the intersection at 110th. Sometime between June 10 and August 9, 1983, vandals destroyed the pedestrian push buttons at the 110th intersection. This caused the 110th Avenue signal to turn green and provide for the pedestrian time to cross the Tualatin Valley (TV) Highway whether there was a vehicle or a pedestrian there or not. This situation was corrected on Wednesday, August 10 by our signal maintenance crews.

The signals on the TV Highway are set to progress (favor) the eastbound movement from Highway 217 through the 110th and 107th intersections during the majority of the day. There are periods during the afternoon rush when westbound traffic is greater and is progressed.

The reconstruction of the north approach of SW 209th at the TV Highway intersection was a Washington County project that included excavating a portion of the roadway through which the vehicle detection wires for the traffic signal were located. Until the detection wires are replaced, the signal is programmed to turn green for the 209th, and left turn traffic, whether a vehicle is there or not. Washington County is hiring a private contractor to replace the detection. They anticipate the detection will be restored within 30 days.

Response time by our field engineers and maintenance personnel to situations such as the vandalized push buttons and the operation of the traffic signals can be greatly increased by contacting directly our Metro Region office in Milwaukie. Mr. Lee Gunderson, at 653-3097, can respond directly to any problems or questions concerning the traffic signal operation.

H. S. Coulter
State Highway Engineer

cc Governor Victor Atiyeh

ELH:b st

bc W. E. Schwartz
E. L. Hardt
Fred D. Miller

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

August 3, 1983

James E. Bellarts
P. O. Box 1791
Portland, OR 97207

Dear Mr. Bellarts:

Thank you for your letter of July 30, 1983 and the copy of the letter you sent to our State Highway Engineer, Scott Coulter.

By copy of this letter I am asking that Mr. Coulter provide me the same information he will be sending you. Mr. Coulter, I know, will be as responsive to you as he can, but I too will be interested.

Thank you for the supportive words. They are truly appreciated.

Sincerely,

Victor Atiyeh
Governor

cc: Scott Coulter

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STATE HWY ENGR
AUG 12 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

JAMES E. BELLARTS
P.O. Box 1791
PORTLAND, OR 97207

July 30, 1983

H. Scott Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Judging by the enclosed letter to the editor of the Hillsboro Argus, I am not the only person concerned with the poor system of traffic control in the Beaverton area, especially as concerns the Tualatin Valley Highway and Southwest Canyon Road.

I wrote to you somthing over a year ago, after receiving a sarcastic, insulting letter from the Mayor of Beaverton in reply to a letter that I wrote to him about the problem. He states that the signals are controlled by your Division.

I am especially concerned with the so called computerized signal and S.W. 110th and Canyon Road, which appears to be set to cause eastbound traffic which has passed through the signals at the Highway 217 interchange to have to stop after moving about one block. This signal turns red with no cross traffic having activated it, and appears to serve no purpose except to slow down the flow of traffic and waste what must surely amount to thousands of gallons of gasoline each year. My earlier letter was replied to with information that the problem was caused by a contractor reconstructing the cross street. The construction has been completed for more than a year, and the problem still exists.

The signal at S.W. 209th and Tualatin Valley Highway is now a problem in the same way. Construction at this intersection has been completed for some time, and the signal does little more than block traffic and waste gasoline.

As long as state taxes are wasted on such poorly planned and senseless projects as these [not to mention the Marquam Bridge, where two multilane highways meet and merge into a narrower highway than either coming into it, on a curve on a bridge; and where tax money was wasted in constructing an exit that goes nowhere (originally for the Mt. Hood Freeway, which bureaucracy decided, despite the wishes of the people, was unnecessary); the narrowing of the lanes of Canyon Road to allow the two right hand lanes to end half way up a 6% grade hill, merging slow traffic into narrowed high traffic volume lanes; and countless others], I will not be inclined to support or vote for any increased traffic division funds or increased gasoline taxes.

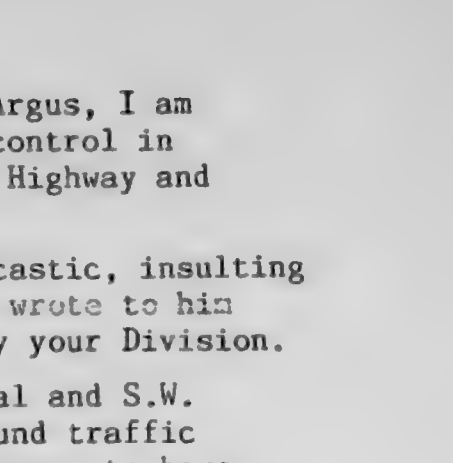
I especially solicit your comments on the problem at S.W. 110th and Canyon Road a year after the original evasion.

Very Truly Yours,

James E. Bellarts

Res: 2330 S.E. Brookwood Ave. #108
Hillsboro, OR 97123

cc: John W. Rost
Governor Vic Atiyeh



Worst system

To the Editor: In traveling through many cities in the U.S. over many years, I've determined it would be very difficult to find any city with a traffic control system worse than the one in Beaverton.

To pass through the main thoroughfare is an enlightening experience. Normally, traffic signals are set to accommodate a reasonable rate of speed, say, 30 mph. In that way, traffic can flow along at a steady pace. But not in Beaverton.

The engineers who developed that system evidently did their planning in free time over lunch. That is the best time for people to doodle on napkins.

End result? Try driving through Beaverton toward Portland and see if you don't agree.

John W. Rost
1356 SE 28th, Hillsboro

9424-1

5 FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Tualatin Valley Highway Grade Separation		WEEK ENDING: August 6, 1983
		SECTION PREFIX: 134-8265
HIGHWAY: Tualatin Valley		COUNTY: Washington
NAME OF JOB: Tualatin Valley Highway Grade Separation	KIND OF WORK: Railroad Relocation	
CONTRACTOR: Ross Bros. Construction, Inc.	CONTRACT NUMBER: 9424	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: January 28, 1982	DATE WORK STARTED: February 8, 1982	ESTIMATED COMPLETION DATE: August 17, 1983
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 552.5	CALENDAR DAYS USED: 527
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 95.4
PROJECT AUTHORIZATION: $6,584,622.75		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
EXCLUSIVE OF ENGINEERING: $6,116,382.91	ENGINEERING AUTHORIZATION: $468,239.84	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $6,095,472.31	ENGINEERING COST TO DATE: $400,000.00	DATE PROJECT WAS COMPLETED: Work complete except for landscaping Establishment period.
ESTIMATED PERCENT UNDERRUN: 0.3%	PERCENT OF AUTHORIZATION: 85.9 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	temp.prot.	temp. signs	signs	landscaping
			COMPLETE	GRADING	ballasting	earth walls	C.T.B.	PAVING
MILES IN PROJECT				0.827	1.262		0.827	0.827
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)				259,300CY	11,350 L.F.	18,390 S.F.	20,825 Ton	9,985 Ton
TOTAL QUANTITIES CORRECTED TO DATE								
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				COMPLETE				
AVERAGE DAILY QUANTITIES,								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				65	68	0	29	42
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:
Track Laying Equipment.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	T.V. Hwy	26.6	26.2			
PERCENT	COMPLETE					

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	31		0		Work complete except for landscaping establishment period.
MONDAY	1	partly cloudy	0		
TUESDAY	2	partly cloudy	0		
WEDNESDAY	3	clear-warm	0		
THURSDAY	4	partly cloudy, warm	0		
FRIDAY	5	partly cloudy, warm			
SATURDAY	6		0		

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AUG 9 1983
CONSTRUCTION SECTION

CE, AE, HQEA, DCS, SCS, EEO, OM, CA, LS, TC, FE, CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	31	No Activity
MONDAY	1	Work on EWO on RR building walkways for switches.
TUESDAY	2	Work on EWO on RR switch walkways.
WEDNESDAY	3	Work on EWO on RR switch walkways.
THURSDAY	4	Work on EWO on RR switch walkways.
FRIDAY	5	Move out RR equipment.
SATURDAY	6	No Activity.

REMARKS

STATUS: Project is complete except for landscaping establishment period.

NEXT WEEK: This is the last weekly report until the landscaping establishment work.

SIGNED _____ LOCATION 4755 S.W. Watson Ave. Beaverton, Oregon 97005

Robert E. Shotwell, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

9424

FORM E-30 50M 10-68 · SP*23401-734

CE CAE PE RCE SCS EEO

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APR 28 1983
CONSTRUCTION SECTION

CM CA LG TC FE CP

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

4755 S.W. Watson Ave.
Beaverton, Oregon 97005

April 26, 1983

To: Bryant Jackmond
Contract Administration Engineer
Salem, Oregon

SUBJECT: Tualatin Valley Highway Grade Separation
Contract No. 9424
Serial S-9424-032

In reference to your enquiry as to delays to project due to lack of "Permit of Entry" on SPRR R/W.

On April 5, 1983, SPRR informed Ross Bros. that no "Permit of Entry" has been approved to tie BNRR fill into the existing SPRR fill. We immediately contacted Jim Dunn (BURA) as to whose responsibility this was. They said it was theirs and wrote a letter at that time requesting the Permit (letter enclosed). The importance of expediting the request was emphasised at that time.

From April 6 to April 8 cont ract work was being performed by D&A. On April 8, they started removing old Tualatin Valley Highway Pavement - 1st. step before fill in question could be made. Fill started on April 11, where new highway and BNRR grade join. I shut them down due to lack of fine material intermixed with broken A/C and Concrete. From April 11th to April 22 nd. D & A worked with full crew and equipment on RR grades and Hwy grades on other parts of the project. At the present time they have only one (1) dozer finishing slopes on the project. However, BNRR grade work has yet to be performed.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 28 '83
REFER TO
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R/D
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File

At a meeting today (April 26th) with Buzz Ortez (D&A), Virgil Albright and Steve Ross (Ross Bros), Harley Bills, Joe Simpson and myself we discussed why they were not pursuing the work. Their reason had nothing to do with the "Permit of Entry" problem but were a concern over disposal of excess materials. I assured them at this meeting that we could solve this problem and they said they would return to work thursday or friday of this week. I assured them we were doing everything possible to obtain the "Permit of Entry."

I have enclosed another letter from SPRR that assures us they are working towards approving a Permit. I again talked to John Ruben (BURA) this morning and he returned my call at 9:20 A.M. stating he would have the Permit in hand this week.

I have received no formal complaint from the contractor to date in regard to this matter and it indeed at this time it does not appear to have delayed the project.

Robert E. Shotwell
Project Manager

RES:rsr

XC: Al Harwood w/encl.
John Ruben
Files.

Southern Pacific
Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

L. L. PHIPPS
SUPERINTENDENT
R. I. MELBO
ASSISTANT SUPERINTENDENT
T. P. RUSSELL
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
REGIONAL ENGINEER
R. A. ENGELDERT
AREA ENGINEER

April 21, 1983

IN REPLY PLEASE REFER TO
GMO 65020

Mr. Noel J. Klein
Manager
Beaverton Urban Renewal Agency
4950 S.W. Hall Blvd.
Beaverton, OR 97005

Dear Mr. Klein:

With reference to your letters of February 23, 1983 and April 5, 1983 concerning plan changes and right of entry permit for Ross Brothers Construction, Inc., in connection with construction of the Burlington Northern Railroad relocation and Tualatin Valley Highway grade separation west of Beaverton.

The contractor's Right of Entry Agreement and insurance has been submitted to San Francisco for management's review and we will press for earliest possible approval.

With regard to approval of the plans and specifications, please arrange to extend roadbed construction to a point 130 feet east of the point of switch of the new connection and also extend the new Burlington Northern roadbed subgrade to meet our subgrade westerly to the bulkhead of our trestle. Attached are prints taken from your drawings showing the modifications. With these changes and previous modifications, the plans and specifications have Southern Pacific Transportation Company's approval.

In connection with staking required for that portion of roadbed grading on our trackage, I would suggest that your engineer contact Mr. Duane Murray to go over our roadbed requirements at this location.

If you have any questions or require additional information, please do not hesitate calling.

Yours truly,

B A Engelbertsen

Attachment

cc: Mr. James W. Dunn
Beaverton Urban Renewal Agency
4950 S.W. Hall Blvd.
Beaverton, OR 97005

Mr. Jack L. Carman, P.L.
Howarth, Needles, Tammen & Bergendoff
600 108th Ave., Suite 405
Belleview, WA 98004

Mr. Roger D. Trygstad, P.L. (1.M.-18-2)
Railroad & Utility Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Mr. Robert E. Shotwell
Project Manager
Oregon State Highway Division
4755 S.W. Watson
Beaverton, OR 97005

DWM/bbm

RECEIVED
APR 22 1983
ROBERT E. SHOTWELL
RESIDENT BRIDGE ENGINEER

BEAVERTON
URBAN
RENEWAL
AGENCY

April 5, 1983

Southern Pacific Transportation Co.
Attn: Mr. K. A. Englebert
Area Engineer
Room 251-N, Union Station
Portland, OR 97209

Re: GMO 65020

Dear Mr. Englebert:

Reference is made to your letter of February 25, 1983. We hereby request a construction permit for Ross Bros. to enter on Southern Pacific right-of-way to perform grading and drainage work required for the construction of the roadbed for Burlington Northern connection to the Southern Pacific trackage.

Enclosed are the two certified copies of Resolution No. 119 as requested.

Your early response will be appreciated.

Very truly yours,

Noel Klein

0405-JD-L2:pta:27

cc: Bob Shotwell

RECEIVED
ROBERT E. SHOTWELL
RESIDENT BRIDGE ENGINEER

9424

9-N

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

11-10-82

PROJECT NAME (SECTION)		CONTRACT NO.
Tualatin Valley Highway Grade Separation		9424
HIGHWAY	COUNTY	PREFIX
Tualatin Valley	Washington	134-8265
CONTRACTOR'S NAME AND ADDRESS		F.A. PROJECT NO.
Ross Bros. Construction, Inc. 3501 Brooklake Road, N. Salem, Oregon 97303		STATE
		DATE PREPARED November 2, 1982
		EXTRA WORK ORDER NO. 9

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION OF WORK TO BE DONE —

Furnish and install corrugated metal pipe with flare.

LOCATION OF WORK (STATION NUMBERS) —

Sta. 60+00

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

Erosion Control Pipe..... $1500.00

SPECIFICATIONS AND OTHER PROVISIONS —

Work performed on emergency basis to stem erosion of mulched highway fill slope. Work performed October 26, 1982.

PREPARE A SEPARATE ORDER FOR EACH TYPE OF EXTRA WORK JOB. SUBMIT THE ORIGINAL THROUGH CHANNELS TO THE CONSTRUCTION BRANCH AFTER APPROVAL. COPIES WILL BE SENT TO THE CONTRACTOR, THE REGION ENGINEER AND THE RESIDENT ENGINEER

SUBMITTED BY (RESIDENT ENGINEER)	PROJECT AUTHORIZATION	$ 6,584,622.75
	ESTIMATED PROJECT COST INCLUDING WORK UNDER THIS ORDER	$ 6,434,894.50
	ESTIMATED ~~OVERRUN~~ UNDERRUN 2.27 %	$ 149,728.25
APPROVAL RECOMMENDED (REGION)	APPROVED (CONSTRUCTION)	DATE
	Maurice Cafferata	11-5-82
APPROVAL RECOMMENDED DS 11-10-82	BURA approval John Rulon	Date. 11/9/82

NOTED
D. O. Christensen
11/8/82

FHWA 1338 (REV. 2-80)

9424

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 10, 1982

NOTED
H. S. COULTER

In Reply Refer to
File No.:

CON

copy
TRA 7-6-1
Beaverton
#9374

James E. Bellarts
P. O. Box 1791
Portland, Oregon 97207

You asked for answers to questions regarding (1) a project on the Tualatin Valley Highway west of Murray Road in Washington County, (2) the traffic signal on SW 110th Avenue on Canyon Road in Beaverton, and (3) narrowing of the traffic lanes on the Sunset Highway between the Vista Ridge tunnels and Sylvan.

The project on the Tualatin Valley Highway west of Murray Road is a public project financed by the Beaverton Urban Renewal Agency and contracted by the Oregon State Highway Division. The purpose is to connect the Burlington Northern Railroad line to the Southern Pacific Railroad line by constructing a railroad underpass for the highway. When completed this will allow for the removal of the Burlington Northern rail lines through Beaverton, which should provide significant benefit to motorists.

The traffic signal system on Canyon Road through Beaverton does allow traffic to proceed from the 217 interchange eastbound through the 110th and 107th Avenue signals without stopping. Unfortunately, a contractor installing a water main for the City of Portland has temporarily disrupted the vehicle detection system on 110th Avenue. Until this detection is replaced, the 110th Avenue signal is programmed to turn to green, whether or not a vehicle is waiting to enter Canyon Road on a timed cycle. This, in turn, will cause vehicles on Canyon Road to stop even if there is no vehicle waiting on 110th. This situation will be corrected as soon as the water main contractor restores the detection.

After the traffic lanes on the top deck of the Marquam Bridge and the lanes on the Banfield freeway were narrowed we carefully monitored the accident experience of these two highways. We were not able to detect any increase in accidents because of the narrowed

lanes. Based partly on this experience, a decision was made that the benefit of adding a truck-climbing lane to the Sunset Highway between the Vista Ridge tunnels and the zoo interchange would outweigh any disadvantages. It is not true that the same engineer designed that project as designed the top deck of the Marquam Bridge. Incidentally, after the lanes were narrowed on the top deck of the Marquam Bridge, which allowed us to add a third traffic lane, we were very pleased to find that the accident rate dropped markedly due to the solving of the congestion problem where we previously put four traffic lanes into two lanes.

I trust this information will answer your questions. If you would like further information on these specific topics, or highway matters in general in the Portland area, I would suggest you contact Mr. Ed Hardt, Metro Region Engineer, at 653-3090, who would be happy to discuss your concerns with you.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

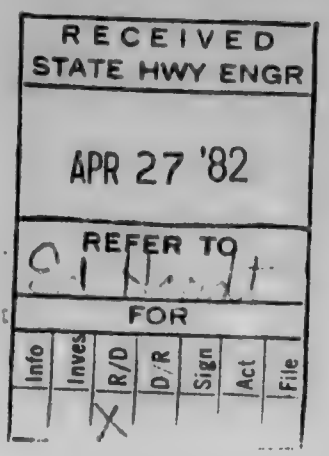
cc: Governor Victor Atiyeh

ELH:cp st

bc: H. S. Coulter
E. L. Hardt
W. W. Geibel

JAMES E. BELLARTS
P.O. Box 1781
PORTLAND, OR 97207

April 25, 1982



H. Scott Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

In order to provide answers to questions that have been frequently asked by votors in a Legislative election campaign in which I am involved, I would like to request answers to the following questions:

1. By what authority has a public highway (Tualatin Valley Highway west of Murray Road in Washington County) been partially closed off to provide access for what appears to be an off road private construction project?

2. Why is the computerized traffic signal for the east bound lane of Canyon road at S.W. 110th Avenue in Beaverton set so cause traffic to stop after passing through the 217 interchange. This tends to block traffic movement, and is most certainly a major waste of gasoline, considering that there is never cross traffic when this light turns red.

3. After the experience of the Banfield Freeway, the danger involved to drivers on this freeway, and the number of drivers who are afraid to drive it, what logic was utilized in the decision to narrow the lanes of Canyon Road between the Vista Ridge Tunnel and Sylvan? Is it true that the same engineer designed this project that designed the top deck of the Marquam Bridge?

Thank you for your consideration.

James E. Bellarts

P.S. I have indications that citizens are taking the above questions, and others that are becoming increasingly apparent into consideration in decisions that seem to reject approval of an increased gasoline tax.

cc: Gov. Vic Atiyeh

9424

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

April 30, 1982

CON 5 #9424

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

RE: Contract Time Extension Request
T. V. Hwy. Grade Separation
Contract No. 9424

Gentlemen:

Your request for additional contract time in which to complete the above project has been carefully reviewed. A time extension of 12¼ calendar workdays is granted due to the work done under Extra Work Order No. 2.

Sincerely,

O. B. Jackmond
for C. T. Keasey, P.E., P.L.S.
Construction Engineer

CTK:cb

bc: W. E. Schwartz (att. 1 ltr.)
E. L. Hardt "
Bob Shotwell "
John Ruben (BURA) "
Bob Church

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 3 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3123

FORM 81.734-3010

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
4755 S.W. Watson Ave.
Beaverton, Oregon 97005
April 6, 1982

FILE:

FROM: Robert E. Shotwell
Project Manager

TO: Marion Craft
Region Construction Engineer

SUBJECT: Request for Time Extension
T.V. Hwy. Grade Separation
Contract No. 9424
Serial No. S-9424-008

The 12-1/2 days requested are based on the actual time the project was delayed to perform additional work.

The additional work (Extra Work Order No. 2) entailed special treatment of backfill materials in the subexcavations at abutments No's. 1 and 2 of the relocated T.V. Highway Structures.

As indicated on the Contractor's Critical Path Schedule all work in this time frame was dependent on installation of wick drains and RE Walls. All work on the project was stopped until corrective measure taken on EWO No. 2 could be completed.

The direct cause of this delay was a lack of complete design to meet existing conditions. The Request of 12-1/2 days additional time should be granted.

RES:rsr

ASHE CAE FOE QCE SCS EEO — RECEIVED APR 9 '82 CONSTRUCTION BRANCH — OM CA LE TC FE CP

XC: John Ruben - BURA
Files.

cc: Bryant Jackmond - w/h attached original.

Recommend granting the 12½ days due to reasons listed in Contractors and Shotwells letter. The work was on the critical path schedule and the contractor was effectively stopped until the corrective work was done.

Marion Craft
4-6-82

9424

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. HUNTER
Asst. State Highway Engineer

DATE: April 15, 1982

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: PROPOSED CHARTER AMENDMENT
CITY OF BEAVERTON

NC
E. S. I

You recently sent up a City of Beaverton proposed charter amendment and asked us to determine what affect this would have on Highway Division projects in the Beaverton area. I posed the question to the City (copy of my letter attached) and attached you will find a copy of the City's reply signed by Lon Topaz, who is the Administrator of Community Development.

copy 2-10 CON Beaverton

ELH/cp
Attachments

RECEIVED
TECHNICAL SERVICES
APR 16 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

1-125-1387

BEAVERTON

OM MRE OE PPM CE
TOS RECEIVED ME
US APR 14 1982 PDM
CSA Metro Region TAM
SO PA EM LM

Mr. Ed Hardt
Region Engineer
Highway Division
9002 SE McLoughlin
Milwaukie, Oregon 97222

Dear Ed:

In response to your recent letter vis-a-vis the proposed amendment to the charter of the City of Beaverton:

1) The proposed amendment requires 2717 signatures of Beaverton registered voters by 7-2-82

2) An election is needed in November 1982, if the signature drive is successful

3) Even if approved, it is the opinion of BURA attorneys that it would have no effect in the TV Highway Grade Separation Project.

I hope this answers your questions - its just another part of the harassment effort of a small segment of the community.

Keep it going.

Cordially,

Lon

Lon Topaz

LT:imb

Department of Transportation
HIGHWAY DIVISION
Region 1
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

CITY OF BEAVERTON
MAR 31 1982
BY

March 29, 1982

In Reply Refer To
File No

Mr. Lon Topaz, Administrator
Community Development
City of Beaverton
4950 SW Hall Blvd.
Beaverton, OR 97005

Dear Sir:

The attached Proposed Charter Amendment was received in our headquarters office in Salem. There is an obvious concern about how this amendment would affect highway projects presently under preliminary design or under contract in Beaverton. Specifically, would you respond to the following questions:

1. Will this amendment be put before the voters?

2. If approved by the voters, what would its affect be on projects now in the preliminary engineering phase, and what affect would it have on the Tualatin Valley Highway Grade Separation project now under contract?

Thank you.

Sincerely,

Edward L. Hardt
Region Engineer

...ed for by property tax collected ... and shall not

PROPOSED CHARTER AMENDMENT

The City Charter of the City of Beaverton, Oregon, a municipal corporation and political subdivision of the State of Oregon be amended as follows:

This proposed Charter Amendment shall embrace "Specialized and Supplementary Plans". Provided for in the General Plan and Zoning Ordinance #2050, and matters connected and related to the Specialized and Supplementary Plans.

Urban Renewal

The Beaverton Urban Renewal Agency (BURA) is abolished, effective immediately upon passage of this amendment by the voters.
The Urban Renewal Plan for the Beaverton Central Urban Renewal Project Area, May 10, 1972, consisting of 22 pages of text and (6) exhibits marked "A" and "F", and all amendments and additions to the Urban Renewal Plan is abolished.

The assessed value certified pursuant to ORS. 457.410 et. seq. for the purpose of tax increment financing for the Beaverton Urban Renewal Agency and its programs and projects is abolished.

The "tax increment financing" (property tax) process shall be terminated in the taxing year in which the eight (8) completed projects specifically numbered and listed in Section 1 of Section 44 of the Beaverton City Charter that reads:

(1) Hall Blvd. - Watson Street Couplet - South
(2) Extension of Fifth Street from Lombard Avenue under Expressway to connect with Fifth Street at Maple Avenue
(3) Center Street Improvement
(4) Farmington Road Upgrading
(5) Watson Street Extension - North
(6) Grade Separation - Beaverton Hillsdale Highway and Farmington Road
(7) Progressive Signalization
(8) 117th Avenue Improvement

RECEIVED
TECHNICAL SERVICES
MAR 23 '82
REFER TO
FOH
Info | Limits | R/D | D/R | Sign | Ayl | File

costs are paid. Should the final year tax increment proceeds (property tax) be larger than that required to pay the specific number and listed projects in Section 1 of Section 44 of the Beaverton City Charter, then the dollars over that amount shall be prorated back to the taxing districts as provided by ORS. 457.450 (3).

Any proposed BURA project for example: the proposed railroad relocation project or any new BURA project for example: T. V. Highway overpass project, the construction of any BURA project not specifically numbered and listed in Section 1 of Section 44 of the Beaverton City Charter that reads:

(1) Hall Blvd. - Watson Street Couplet - South
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(6) Grade Separation - Beaverton Hillsdale Highway and Farmington Road
(7) Progressive Signalization
(8) 117th Avenue Improvement

that have not followed the requirements of voter approval of Section 2 of Section 44 of the Beaverton City Charter and have not been voted upon and approved by the electorate at a November General Election, is automaticaliy void and shall not be paid for by property tax collected under the "tax increment financing" process or the proceeds of tax increment bonds.

Neighborhood and Commerical Revitalization in Central Beaverton

The Beaverton Urban Renewal Agency (BURA) is abolished, effective immediately upon passage of this amendment by the voters.
The Urban Renewal Plan for the Beaverton Central Urban Renewal Project Area, May 10, 1972, consisting of 22 pages of text and (6) exhibits marked "A" and "F", and all amendments and additions to the Urban Renewal Plan is abolished.

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RECEIVED
TECHNICAL SERVICES
MAR 23 '82
REFER TO
FOH
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(5) Watson Street Extension - North
(6) Grade Separation - Beaverton Hillsdale Highway and Farmington Road
(7) Progressive Signalization
(8) 117th Avenue Improvement

that have not followed the requirements of voter approval of Section 2 of Section 44 of the Beaverton City Charter and have not been voted upon and approved by the electorate at a November General Election, is automatically void and shall not be paid for by property tax collected under the "tax increment financing" process or the proceeds of tax increment bonds.

Neighborhood and Commerical Revitalization in Central Beaverton

Beaverton will require a ratio of 35% multifamily housing to 65% single family to meet the housing needs of the future. Beaverton now has 55% multifamily to 45% single family.

The cost of acquisition, demolition, condemnation, and new construction thru taxes is prohibitive, therefore all HUD - CDBG, UDAG, EDA, HUD - Apartment housing, SBA, 108 programs, projects, development plans, HUD area designations, grants or agency is abolished within the city limits of Beaverton. Any agreement or grants shall be

returned to the Washington County Community Development Block Grant Program.

No HUD - CDBG, UDAG, 108 programs, EDA, CSA, SBA, area designations or agreements with Washington County Development Block Grant Program shall hereafter be authorized by the Beaverton City Council, without first being submitted to the voters at a November General Election.

Effective upon passage of this amendment, the Beaverton City Council may not properly resolve that there is a need for a HUD renewal agency nor that HUD agency may exercise powers within the City of Beaverton unless the question of whether or not there is a need for a HUD renewal agency or whether there are blighted or deteriorated areas within Beaverton which are impairing economic values and decreasing tax revenues 13% yearly has been voted upon by the electorate at a general election. If by majority vote, the voters determine that there is need for a HUD agency or program within the Beaverton City limits, the City Council may create such an agency. Any such declaration or resolution by the City Council absent a majority vote by the electorate is automatically void.

Central Beaverton Plan

The Central Beaverton Plan is abolished. General Plan Amendment 1-82, text amendment 1-82, Rezone 2-82, text amendment 2-82, the Central Beaverton Plan text amendment 1-81, RZ 2-81, CPA 1-81, TA 4-82, ordinance #3236, #3237, and #3231 IS ABOLISHED.

Within the city limits of Beaverton, the single-family housing stock must be 65% of all housing stock. Apartments - multi-family SHALL be no more than 35% of all housing stock. No change in 4 acre PUD requirement, the 65% S.F./35% multi-family ratio; Central Beaverton Plan or Ordinance 3020 shall hereafter be authorized by the Beaverton City Council without first being submitted to the voters.

All provisions of this Amendment apply to the other sections, if this Charter Amendment is incorporated in the city charter, it may not be severed, separated, or changed by any action of the Mayor or Beaverton City Council.

This proposed Charter Amendment must be on the ballot of the general election in November, 1982.

.9424

February 12, 1982

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, OR 97303

CON 5
#9424

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9424 for the Tualatin Valley Highway Grade Separation Project in Beaverton, Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

Enclosure

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: C. T. Keasey
Walt Hart
Robert Church
Janice Peterson
E. L. Hardt
Robert Shotwell

STATE OF OREGON

INTEROFFICE MEMO

TO: BOB GORMSON
Manager, Commission Services

DATE: January 29, 1982

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: TUALATIN VALLEY HIGHWAY GRADE SEPARATION
BURA APPROVAL

Attached is a letter dated January 27 from the Beaverton Urban Renewal Agency notifying us of their Board's approval to award the subject contract to Ross Bros. Construction, Inc. of Salem. This approval is necessary in order for award of this contract.

ELH/gw
Attachment
cc C. T. Keasey w/attach.
Bob Shotwell "

RECEIVED
FEB 2 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BEAVERTON
URBAN
RENEWAL
AGENCY

Executive Director,
Jack R. Nelson

Manager,
Lon Topaz

Board Members:
Larry D. Cole

Ted McBride

Ann Schmidt

Forrest Soth

Homer Speer

OE RE RME RCE BE
TE RECEIVED RSM
UE FEB 1982 RSC
SO REGION I RBI
TO

January 27, 1982

Mr. Ed Hardt
Oregon Department of Transportation
9002 S.E. McLoughlin
Portland, OR 97222

Dear Sir:

The Beaverton Urban Renewal Board in its meeting of January 25, 1982, has approved the award of the Railroad Relocation Tualatin Valley Highway Grade Separation Contract to Ross Brothers Construction, Inc., Salem, for the bid amount of $5,829,098.00.

A copy of the minutes of the meeting will be mailed to you as soon as they are approved.

If you have any questions, please call me.

Sincerely,

John Ruben
Project Engineer

JR:rn

0127-JR-L:#30

RECEIVED
FEB 2 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4950 SW Hall Boulevard
Beaverton, Oregon 97005

(503) 644-2191

ROSS BROS. CONSTRUCTION, INC.

January 22, 1982

Mr. Robert Gormsen
Room 121
Transportation Building
Salem, OR 97310

Cont. #9424

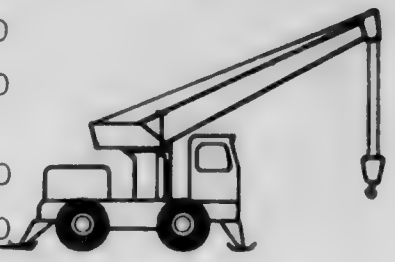
Re: Railroad Relocation
Tualatin Valley Hwy
Grade Separation

Gentlemen:

This is to advise you that we propose to use Dirt & Aggregate Interchange, Inc., 2220 N. W. Burnside Rd., Gresham, Or to fulfill our MBE goals on the above mentioned project.

Items covered under the proposed subcontract to Dirt & Aggregate Interchange, Inc. are to be as follows:

Item No.	Item	Unit	Quantity	Amt
1.	Mobilization	LS		$ 27,800.00
2.	Clearing & Grubbing	LS		9,800.00
8.	Removal of Structures & Obstructions	LS		38,800.00
9.	Embankment in Place	$1.85/CY	139,000	257,150.00
10.	Granular Embankment in Place	$8.30/CY	120,300	998,490.00
45.	Subballast	$10.50	9,900	103,950.00
		TOTAL		$1,435,990.00



GENERAL CONTRACTOR

3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

We trust that you will find this to be satisfactory.

Thank you.

Very truly yours,

ROSS BROS CONSTRUCTION INC.

Steven M. Ross
Vice President

SMR:lb

RECEIVED
JAN 22 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1-22-82
copy to Kay Turner

9424

January 25, 1982

DES 23
16531

Michael A. Panago, P.E.
Regional Manager, Pacific Northwest
The Reinforced Earth Company
Suite 423, 1818 Westlake Ave. N.
Seattle, WA 98109

Soil-reinforced Earth Walls
Tualatin Valley Highway Grade Separation Project

We appreciate the concern expressed in your letter of January 8, 1982 with the alternate soil-reinforcement interaction wall system included in the bid documents for the Tualatin Valley Highway Relocation Project in Beaverton.

The questions raised in your letter and in subsequent discussions with Mr. Hunter have been investigated by our staff. They have assured me that any alternate wall system will be subject to the same criteria for design and construction as applies to the Reinforced Earth walls detailed in the project plans.

H. S. Coulter, P.E.
State Highway Engineer

WJH:jrb md

bcc E. S. Hunter
W. J. Hart

The Reinforced Earth Company
1818 Westlake Avenue North **Seattle, WA 98109**
Suite 423

telephone: 206 / 285-0851
telex: 903070 REEARTH AGTN

Other Offices
Washington, D.C.
Corporate Headquarters

Atlanta, Georgia
Boston, Massachusetts
Chicago, Illinois
Dallas/Ft. Worth, Texas
Denver, Colorado
Los Angeles, California
Sacramento, California
Seattle, Washington

Reply to:

January 8, 1982

RECEIVED
STATE HWY ENGR
JAN 11 '82
REFER TO Hunter
FOR
Info | Inves | R/D X | D.R | Sign | Act | File

H. S. Colter
State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

cy 1-12
dup 1-22

Dear Mr. Colter,

The REINFORCED EARTH Company is currently involved with the Tualiton Valley Highway Relocation Project in Beaverton, OR. REINFORCED EARTH's involvement to date has been to provide engineering design of the approach ramps and abutment retaining walls. To accomplish this we have worked closely with Howard, Needles, Tamen & Bergendoff, the design consultants, to demonstrate the technical and economic advantages of using the REINFORCED EARTH system.

The project has recently come out for advertisement through the Oregon Department of Transportation and will be administered by the district office in Milwaukee. In order to provide competition to the REINFORCED EARTH retaining walls on this project an alternate retaining wall system has been allowed by the Oregon Department of Transportation. The alternate system identified in the contract documents is provided by the VSL Corporation of Los Gatos, California. The purpose of this letter is to point out technical reservations we have concerning VSL's system. The REINFORCED EARTH Company has no objection to competition in this field however, we do ask that VSL's system be carefully analyzed with respect to the following points.

The project is relatively complex from a geotechnical standpoint. The soils engineers, Rittenhouse - Zeman and Associates, have estimated that 10 to 12" of total settlements will occur at the center line of the abutments due to the weight of the embankment fill only. Although total settlements of themselves have no detrimental effect on REINFORCED EARTH structures, differential settlements exceeding certain limits can cause spalling and disintegration on the face panels. The REINFORCED EARTH Company has demonstrated the ability of the REINFORCED EARTH system to tolerate differential settlements of as much as 1½% without deleterious effects. This has been documented through careful monitoring of a number of REINFORCED EARTH structures which have been built in the United States over the last ten years. It is quite likely that differential settlements for the Tualiton Valley Highway Approach Ramps may approach 1% along the wall face. The VSL Corporation in their origional submittals to the Federal Highway Administration indicated an ability to tolerate differential settlements of up to 1:500. This is not substantially different than conventional reinforced concrete retaining walls and is 5 times less than

REINFORCED EARTH is a registered trademark of The Reinforced Earth Company

the settlement expected to occur at the Tualiton Valley Highway Overcrossing. We are not aware of any further studies on VSL's system which would document it's ability to settle differentially beyond that which was previously reported to the FHWA, (1:500).

Of considerably greater importance is the fact that the abutment walls will be supporting a 180 foot long single span bridge super structure. The abutment seat which is located 1 foot behind the REINFORCED EARTH face panels will exert a force on the REINFORCED EARTH volume of 70 kips per lineal foot.

The stress states within a reinforced soil mass subject to abutment loads are considerably more complex than those within a simple retaining wall. Years of research and documentation were required to analyze these states of stress within a REINFORCED EARTH abutment prior to the acceptance of REINFORCED EARTH in the United States for bridge abutment applications. Since that time the REINFORCED EARTH Company has completed approximately 40 REINFORCED EARTH abutment structures in the Unites States. To our knowledge this research has not been accomplished for a grid reinforcement system. Further, the VSL Corporation has completed only two structures which were not supporting bridge super structures.

In gaining acceptance for this project, the REINFORCED EARTH Company was requested to provide the following items;

- Detailed drawings of the walls and abutments showing the geometry, reinforcing strip locations, and reinforcing strip lengths.

- Wall design calculations demonstrating the rationale for strip size and density selection.

- Abutment design calculations and demonstrated safety factors for both pull out resistance and tensile failure of the reinforcing strips.

- Bearing pressures beneath the REINFORCED EARTH volume.

- Demonstration of past experience in both tolerating differential settlements and supporting heavy bridge super structure loads.

It is our understanding that the VSL Corporation has submitted none of these items to either the State or the design consultants and it would be poor engineering judgement to assume that their system will behave exactly as the REINFORCED EARTH system will. In the interest of fair competition we urge that the VSL Corporation be requested to provide the same services and documentation of their engineering calculations that the REINFORCED EARTH Company has.

Additionally, a point was brought up at the pre-bid conference which was not adequately answered at that time which should be clarified by addendum. The question by one of the contractors present was what approvals or submittals must the contractor make if he uses VSL and who assumes responsibility for design. As you are aware, the FHWA has debared the VSL Corporation from participating in federally funded highway projects as general contractors and/or providing professional engineering services. This means that either the State,

the consultant, or the contractor must assume design liability if the VSL system is chosen. Further, if the contractor bids VSL and the design is determined to be inadequate after the bid, the State has opened up the door to claims.

We have tried to present our technical arguments as objectively as possible. Again, we have no objection to competition in a free market economy but in equity we ask that all competition be subject to the same criteria and scrutiny as REINFORCED EARTH.

We would be pleased to meet with you to discuss our position in this matter in more detail at your convience.

Sincerely yours,

Michael A Pagano

Michael A. Pagano, P.E.
Regional Manager
Pacific Northwest

MAP:ch

cc Howard, Needles, Tamen & Bergendoff
Rittenhouse - Zeman and Associates

reinforced earth®

9424

2.

THE ASSOCIATED GENERAL CONTRACTORS
of America, Inc.

1981

OREGON COLUMBIA

CHAPTER

CHAPTER OFFICE
9450 S. W. Commerce Circle
Wilsonville, Oregon 97070
Phone: 503/682-3313
Kenneth W. Twedt, *Manager*

DISTRICT OFFICE
1185 Fairfield
Eugene, Oregon 97402
Phone: 503/689-2261

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Jim Wright, *Vice President*
Robert C. Wilson, *2nd Vice President*
Jim Juhr, *Secretary-Treasurer*

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W. Ray Rogers
Ray Schrader

January 18, 1982

Mr. Lon Topaz, Manager
Beaverton Urban Renewal Agency
City of Beaverton
Beaverton, OR 97005

Dear Mr. Topaz:

Your project manager, Mr. Jim Dunn, has insisted the Oregon State Highway Department, in its Tualatin Grade Separation project, use an improper specification. The specification limits the preparation, updating and revision of a critical path schedule to registered engineers only. Mr. Dunn would not allow trained and experienced construction managers to schedule construction work.

We protest the use of this specification. It is a poor use of professional engineeers to schedule construction activity. Engineers design and develop plans. From their blueprints construction managers construct. The scheduling of construction activity is a function of the construction manager. We agree with the need of of CPM on this project including the need to coordinate the critical path chart with the owner's engineers. We do not agree on the need to bring in additional third party engineers to schedule construction. That is a management function.

We would not suggest the City of Beaverton bring in a manager to manage you. Please do not require it of us.

Very truly yours,

John Boyer

John Boyer
Field Representative

pj
cc: Ken Twedt
Bryant Jackmond
Scott Coulter
Jack Nelson
Jim Dunn

RECEIVED
STATE HWY ENGR
JAN 19 '82
REFER TO
Hunter
FOR
Info | Invest | R/D | D/R | ign | ict | File

1/20

9424

10.3 L

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

copy 5 ORG

On October 7, 1981, approved a supplemental agreement with the Beaverton Urban Renewal Agency for a railroad relocation project. The entire cost of the project is being borne by the Beaverton Urban Renewal Agency. This supplement clarifies some programs relating to payment to the contractor, payment to the State, extra work orders, and liability for contractor claims.

Dated this ___ day of _____, 1981

_____

Anthony Yturri, Chairman
Oregon Transportation Commission

9424

DES 16

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION

DATE: December 18, 1981

TO: MEMO TO THE FILES

FROM: Donald L. Trout
Final Project Coordinator

SUBJECT: BNRR Relocation - T.V. Highway
Grade Separation
Tualatin Valley Highway
Washington County

1 Versteeg ✓
Anderson
Adams
Olson
2 Sullivan JWS
Terpin
Trout
Wakerlig

RECEIVED
DEC 21 1981
ROAD DESIGN SECTION

Do Not File
Return To Trout
Bring Up 1
Action

The above project is to be advertised for bids very soon and Removal/Fill Permit Conditions have not been received from the Division of State Lands. The streams affected by this work are Beaverton Creek and Johnson Creek. My concern for the possible problems this could cause, if there were "no work" time periods in the permit, was discussed with Mr. Ed Hardt, Region Engineer. Ed called officials of the City of Beaverton and was advised that a Fish & Wildlife representative (Pat Kealey) had reviewed the proposed project and indicated there would be no time controls in the permit. With this assurance, the project specifications will be completed with standard turbidity controls for the stream work.

DLT:rw

cc: Ed Hardt
Jack Sullivan

Contains Recycled Materials
81-125-1387

9424

MAIL: P.O. BOX 157 BEAVERTON, OR. 97075

All Invoices Must Be Sent To This Address.

CITY OF BEAVERTON

Purchase Order

(503) 644-2191

NO. 6168

VENDOR Ore. Dept. of Transportation
Attn: Robert W. Gormsen
Transportation Building
Salem, Or 97310
#1525

SHIP TO City of Beaverton
Attn: Urban Renewal Agency
3800 SW Cedar Hills Blvd. #120
Beaverton, OR 97005

Address above unless otherwise indicated.

IMPORTANT: Mail invoice in duplicate including this P.O. number to Finance Department, City of Beaverton, Beaverton, Oregon, 97005.

Date of Order: Dec. 2, 1981
Date Required:
Date Shipped:
Ship Via:
Request for Quotation No.:
Requisition No.: 659-30
Bid No.:

Account No.	Quantity Received	Quantity Ordered	Description	Unit Price	Amount
310-70-3103-5	1		Agreement for services for Railroad Relocation Project as follows: Advertise for construction, print and distribute plans and specifications, open bids and awarding of the contract Approved by BURA Board 8/6/81		$ 420,000.0

NOTICE

CONFIRM PRICES FOB BEAVERTON. NO PRICE INCREASES OR SHIPPING CHARGE WILL BE ALLOWED UNLESS AUTHORIZED BY CITY PURCHASING DEPARTMENT PRIOR TO SHIPMENT.

TOTAL F.O.B. Beaverton $ 420.00.00

Authorized By _____ Authorized Agent

I certify that all of the above listed items have been received in the quantities shown herein.

Date _____

Receiving person

Special Instructions:

THIS DOCUMENT IS HEREBY DEEMED A VALID PURCHASE ORDER AND AUTHORIZES THE PROCUREMENT OF THE MATERIALS AND/OR SERVICES INDICATED.

IMPORTANT: The instructions and terms on the reverse side are an integral part of this order.

CERTIFICATION

I the undersigned, do hereby certify under penalty of perjury, that the materials have been furnished, the services rendered or the labor performed as described herein, and that the claim is a just, due and unpaid obligation against the City of Beaverton, and that I am authorized to authenticate and to certify to said claim.

Date _____ Signed _____ Title _____

WHITE: Vendor GREEN: Purchasing CANARY: Accounting PINK: Receiving GOLDENROD: Department

FN - 001
Rev. 8/79

9424

October 12, 1981

Beaverton Urban Renewal Agency
4950 S. W. Hall Boulevard
Beaverton, OR 97005

ACR

Attention: Lon Topaz
Manager

MISC. CONTRACTS and
AGREEMENTS No. 7436

Gentlemen:

As requested, attached for your records are three fully executed copies of a supplemental agreement for a railroad relocation project. This supplement clarifies some programs relating to payment to the contractor, payment to the State, extra work orders, and liability for contractor claims.

This supplement was approved by Chairman Yturri on October 7, 1981. We have retained a fully executed copy of this supplement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn
Attn.
bc Ed Hardt (agree. att.)
J. H. Versteeg (agree. att.)

STATE OF OREGON

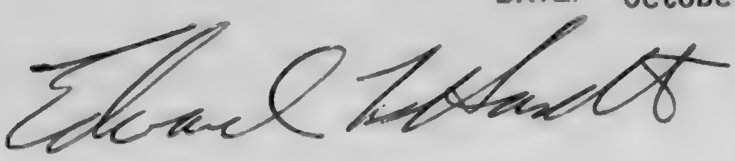
INTEROFFICE MEMO

NOTED
JACK L. SOLLIS

TO: JACK SOLLIS
Chief Counsel

DATE: October 5, 1981

FROM: EDWARD L. HARDT
Region Engineer



RECEIVED
OCT 06 1981
LEGAL

SUBJECT: BEAVERTON URBAN RENEWAL AGENCY
RAILROAD RELOCATION PROJECT

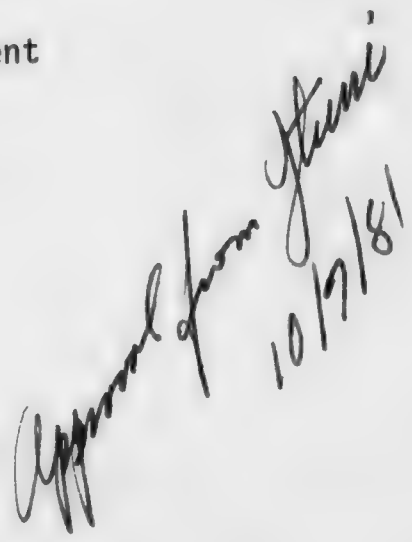
Following the meeting in my office between you and Lon Topaz and Jim Dunn of the BURA, they have revised the supplemental agreement for the construction of the project, four copies of which are attached. I believe they have made the changes that we asked for and I have two comments.

Paragraph III says that change orders or extra work orders must be approved by BURA before any work is commenced by the contractor and the contract shall so state. Paragraph IV says all claims by the contractor must be approved by BURA and the contract shall so state. I question whether we want those statements in our contract with the contractor. The implication seems to be that BURA is a part of the contract, but you have made the point repeatedly that this is not to be the case. I don't have any personal problem with those two statements being a part of the contract, so I'll leave to your judgment whether there is any problem with doing so.

Although not mentioned in this agreement, I would think it would be appropriate if we informed the prospective bidders that they will be paid directly by BURA for their monthly estimates. This does not need to be a part of our agreement with BURA but this information should be given to our specification writers, if you agree.

If you can approve this agreement as written, then a copy of it should be handed to our specification writers as they are presently writing the specs for the project and there are several items in this agreement that need to be included in those special provisions. BURA would like to have three fully executed copies of this agreement returned to their office.

ELH/cp
Attachments
cc Hal Versteeg w/cy of supplemental agreement
Bob Shotwell " " "



7424

STATE OF OREGON

INTEROFFICE MEMO

TO: BENNY VAUGHN
Accounting Section

DATE: April 27, 1981

FROM: M. B. SMITH
Region Office Engineer

SUBJECT: ORDER TO RENDER SERVICE - CITY OF BEAVERTON

Attached is Order to Render Service and City of Beaverton purchase order #5310 in the amount of $15,000. This is to establish an account with the Highway Division so that our Right of Way, Specifications, Bridge, and Design Sections can bill the City of Beaverton for services as outlined on the Order to Render Service, including printing of plans and specifications, and advertising and awarding of contract for Railroad Relocation/ TV Highway Grade Separation Project in Beaverton.

MBS/cp
Attachment
cc Hal Versteeg
Walt Hart
J. B. Boyd
Bob Gormson

1 Versteeg ✓
Anderson
2 Christensen
4 Olson
Art / Bud-file copy 3 Sullivan
Terpin
Trout
Wekerlig

RECEIVED
APR 28 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring to
Action

Form E-189—3M—12-64

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Beaverton Urban Renewal Agency

Order No. .....

4950 SW Hall Blvd.
Beaverton, OR 97005

Date April 9, 1981

By: James W. Dunn

Assistant Manager
(Official Capacity)

Prefix and account number to which work is to be charged 134-8227

Description and Location of Work To Be Performed or Materials To Be Furnished:

Oregon Department of Transportation to review right of way transactions, check and review plans and specifications, print plans and specifications, and advertise and award contract for the Railroad Relocation/TV Highway Grade Separation project in Beaverton.

Estimate of Quantities and Cost $15,000

Basis of Payment:

- [X] Monthly payments
- [ ] Single payment on completion of work
- [ ] Other basis as follows:

City of Beaverton P.O. #5310

Amount of advance deposit (if any) $.....

Deposit received by Secretary on .....

Authority from Requisitionist:

- [ ] Agreement dated .....
- [ ] Letter to ....., date .....
- [X] Oral request to Ed Hardt, date 4/6/81

Department Authority:

- [ ] Order of Highway Commission
- [ ] Order of State Highway Engineer
- [X] Head of department issuing order

Field information submitted by ..... in letter dated .....

Expected date of completion of work or delivery of materials .....

Superintendent or engineer responsible for performance of work and submission of information for billing J. B. Boyd, Hal Versteeg, and Walt Hart

Record of billing requests:

Number . . .			
Date			
Amount . . .			

Order prepared by Region 1 Office Department

Signed Edward L. Hardt

Edward L. Hardt, Region Engineer

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP•F190

BILLING ADDRESS: P. O. BOX 157 BEAVERTON, OR. 97075
All Invoices Must Be Sent To This Address.

CITY OF BEAVERTON

Purchase Order

[redacted] (503) 644-2191

NO. 5310

VENDOR
Oregon Department of Transportation
9002 SE McLouglin
Milwaukie, Ore. 97222

SHIP TO
Address above unless otherwise indicated.
City of Beaverton
Attn: Urban Renewal Agency
4950 SW Hall Blvd.
Beaverton, OR 97005

IMPORTANT: Mail invoice in duplicate including this P.O. number to Finance Department, City of Beaverton, Beaverton Oregon, 97005.

Date of Order April 16, 1981
Date Required
Date Shipped
Ship Via
Request for Quotation No.
Requisition No. 659-53
Bid No.

Account No.	Quantity Received	Quantity Ordered	Description	Unit Price	Amount
3103-692-511-000			Review right-of-way transactions, check and review plans and specifications, print plans and specifications and advertise and award contract for railroad relocation/ TV Hwy. Grade Separation Project Prefix-account # 134-8227		$ 15,000.00

ESTIMATE ONLY

NOTICE

CONFIRM PRICES FOB BEAVERTON. NO PRICE INCREASES OR SHIPPING CHARGE WILL BE ALLOWED UNLESS AUTHORIZED BY CITY PURCHASING DEPARTMENT PRIOR TO SHIPMENT.

ESTIMATE ONLY

TOTAL F.O.B. Beaverton $ 15,000.00

Authorized By D. Edmunds
Authorized Agent

THIS DOCUMENT IS HEREBY DEEMED A VALID PURCHASE ORDER AND AUTHORIZES THE PROCUREMENT OF THE MATERIALS AND/OR SERVICES INDICATED.

IMPORTANT: The instructions and terms on the reverse side are an integral part of this order.

I certify that all of the above listed items have been received in the quantities shown herein.

Receiving person _____ Date _____

Special Instructions:

CERTIFICATION

I the undersigned, do hereby certify under penalty of perjury, that the materials have been furnished, the services rendered or the labor performed as described herein, and that the claim is a just, due and unpaid obligation against the City of Beaverton, and that I am authorized to authenticate and to certify to said claim.

Date _____ Signed _____ Title _____

WHITE: Vendor GREEN: Purchasing CANARY: Accounting PINK: Receiving GOLDENROD: Department

FN - 001

CITY OF BEAVERTON

STANDARD PURCHASE TERMS AND CONDITIONS

Seller and Buyer agree as follows:

1. **Seller to Package Goods**
   Seller will package goods in accordance with good commercial practice. Each shipping container shall be clearly and permanently marked as follows:
   a. Seller's name and address,
   b. consignee name, address and purchase order or purchase release number and supply agreement number if applicable,
   c. container number and total number of containers, e.g., box 1 of four boxes, and
   d. the number of container bearing the packing slip. Seller shall bear the cost of packaging unless otherwise provided.

2. **Shipment Under Reservation Prohibited**
   Seller is not authorized to ship the goods under reservation and no tender of a bill of lading will operate as a tender of goods. No partial shipment is allowed unless specified in the authorized purchase order.

3. **Title and Risk of Loss**
   The title and risk of loss of the goods shall not pass to Buyer until Buyer actually receives and takes possession of the goods at the point of delivery.

4. **Delivery Terms and Transportation Charges**
   Delivery must be F.O.B. destination, unless delivery terms are specified otherwise in bid. The City will not reimburse any portion of delivery/transportation costs other than the amount specified in the authorized purchase order. Buyer designates what method of transportation shall be used to ship the goods.
   If the delivery is not made on or before the "Date Required" by the Purchase Order, such order is deemed cancelled automatically. The Seller shall be held responsible for the losses resulting from this cancellation.

5. **No Replacement of Defective Tender**
   Every tender or delivery of goods must fully comply with all provisions of this contract as to time of delivery, quality and the like. If a tender is made which does not fully conform, this shall constitute a breach of contract and Seller shall not have the right to substitute a conforming tender, provided, where the time for performance has not yet expired, the Seller may seasonably notify Buyer of his intention to cure and may then make a conforming tender within the contract time but not afterwards.

6. **Place of Delivery**
   The place of delivery shall be the Municipal Building, City of Beaverton, unless otherwise specified in the purchase order or supply agreement sent to Seller by Buyer pursuant to which the goods are delivered. The terms of this agreement are "No arrival, no sale."

7. **Invoices and Payments**
   A. Seller shall submit separate invoices in duplicate on each purchase order or purchase release after each delivery. Invoices shall indicate the purchase order or purchase release number and the supply agreement number, if applicable. Invoices shall be itemized and transportation charges, if any, shall be listed separately. A copy of the bill of lading and the freight waybill, when applicable, should be attached to the invoice. Mail to: Finance Department, City of Beaverton, 4950 S.W. Hall Blvd., Beaverton, Oregon 97005. Payment shall not be due until the above instruments are submitted after delivery.
   B. Do not include Federal excise, State or City Sales Tax. The City shall furnish a tax exemption certificate.
   C. No money shall be paid to any person, firm, or corporation which is in arrears to the City of Beaverton for water and/or sewer payments, business taxes, assessments or any taxes owed to the City of Beaverton.

8. **Gratuities**
   The Buyer, by written notice to the Seller, may cancel this contract without liability to Seller if it is determined by Buyer that gratuities in the form of entertainment, gifts, or otherwise were offered or given by the Seller, or any agent, or representative of the Seller, to any officer or employee of the City of Beaverton with a view toward securing a contract or securing favorable treatment with respect to the awarding or amending of the making of any determinations with respect to the performing of such a contract. In the event this contract is cancelled by Buyer pursuant to this provision, Buyer shall be entitled, in addition to any other rights and remedies, to recover or withhold the amount of the cost incurred by Seller in providing such gratuities.

9. **Warranty — Price**
   A. The price to be paid by the Buyer shall be that contained in Seller's bid which Seller warrants to be no higher than Seller's current prices on order by others for products of the kind and specification covered by this agreement for similar quantities under similar or like conditions and methods of purchase. In the event Seller breaches this warranty, the price of the items shall be reduced to the Seller's current prices on order by others, or, as an alternative, Buyer may cancel this contract without liability to Seller for breach or Seller's actual expense.
   B. The Seller warrants that no person or selling agency has been employed or retained to solicit or secure this contract upon an agreement or understanding for commission, percentage, brokerage, or contingent fee excepting bona fide employees of bona fide established commercial or selling agencies maintained by the Seller for the purpose of securing business. For breach or violation of this warranty, the Buyer shall have the right, in addition to any other right or rights, to cancel this contract without liability and to deduct from the contract price or otherwise recover the full amount of such commission, percentage, brokerage or contingent fee.

10. **Warranty — Product**
    Seller shall not limit or exclude any implied warranties and any attempt to do so shall render this contract voidable at the option of the Buyer. Seller warrants that the goods furnished will conform to the specifications, drawings and descriptions listed in the bid invitation, and to the sample(s), if any, furnished by Seller. In the event of a conflict between the specifications, drawings and descriptions, the specifications shall govern.

11. **No Warranty by Buyer Against Infringement**
    As part of this Contract for sale Seller agrees to ascertain whether goods manufactured in accordance with the specifications attached to this agreement will give rise to the rightful claim of any third person by way of infringement or the like. Buyer makes no warranty that the production of goods according to the specification will not give rise to such a claim and in no event shall Buyer be liable to Seller for indemnification in the event that Seller is sued on the grounds of infringement or the like. If Seller is of the opinion that an infringement or the like will result, he will notify Buyer to this effect in writing within two weeks after the signing of this agreement. If Buyer does not receive notice and is subsequently held liable for the infringement or the like, Seller will save Buyer harmless. If Seller in good faith ascertains that production of the goods in accordance with the specifications will result in infringement or the like, this contract shall be null and void except that Buyer will pay Seller the reasonable cost of his search as to infringements.

12. **Right of Inspection**
    Buyer shall have the right to inspect the goods at delivery before accepting them.

13. **Liability Agreement**
    Neither party shall be held responsible for losses resulting if the fulfillment of any term or provision of this contract is delayed or prevented by any cause not within the control of the party whose performance is interfered with, and which by the exercise of reasonable diligence said party is unable to prevent.

14. **Assignment — Delegation**
    No right of interest in this contract shall be assigned nor delegation of any obligation made by Seller without the written permission of the Buyer. Any attempted assignment or delegation by Seller shall be wholly void and totally ineffective for all purposes unless made in conformity with this paragraph.

15. **Waiver**
    No claim or right arising out of a breach of this contract can be discharged in whole or in part by a waiver or renunciation of the claim or right unless the waiver or renunciation is supported by consideration and is in writing signed by the aggrieved party.

16. **Modifications**
    This contract can be modified or rescinded only in writing signed by both parties or their duly authorized agents.

17. **Interpretation — Parol Evidence**
    This writing is intended by the parties as a final expression of their agreement and is intended also as a complete exclusive statement of the terms of their agreement. No course of prior dealings between the parties and no usage of the trade shall be relevant to supplement or explain any term used in this agreement. Acceptance or acquiesence in a course of performance rendered under this agreement shall not be relevant to determine the meaning of this agreement even though the accepting or acquiescing party has knowledge of the performance and opportunity for objection. Whenever a term defined by the Uniform Commercial Code is used in this agreement, the definition contained in the Code is to control.

18. **Applicable Law**
    This agreement shall be governed by the Uniform Commercial Code whenever the term "Uniform Commercial Code" is adopted in the State of Oregon as effective and in force on the date of this agreement.

19. **Advertising**
    Seller shall not advertise or publish without Buyer's prior consent the fact that Buyer has entered into this contract except to the extent necessary to comply with proper requests for information from an authorized representative of the Federal, State or local government.

20. **Error**
    In case of error in calculating or typing, the quoted unit price will be used as the basis for correction of this order.

9:124

ROW 10-1

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Rolfe, Region 1
Right of Way Supervisor

DATE: March 5, 1981

NOTED
E. S. HUNTER

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Exchange of Real Property
Beaverton Urban Renewal
Agency Program
St. Mary's Home for Boys
Tualatin Valley Highway

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I have been in communication with both Mr. Ed Hardt and Mr. Jim Dunn of the City of Beaverton. The program in question involves an exchange of property involving a relocation of the Burlington Northern Railroad and the relocation of the Tualatin Valley Highway. The Highway Division receives benefits in the removal of the grade crossing in the center of Beaverton on the Tualatin Valley Highway, and also is replaced in as good a condition at the location of the proposed overcrossing of the Burlington Northern Railroad.

Attached is a sketch map indicating my research and instructions to you during negotiations with the various parties involved. Shown in green is the present fee ownership of the Department of Transportation. In red is what we expect to receive in fee ownership from the Urban Renewal Agency. Shown in purple is that portion of the presently owned right-of-way that we will deed to the Urban Renewal Agency. Shown in blue are both easements to be granted to the Burlington Northern Railroad and permits or acceptance of encumbrances presently owned by Portland General Electric and Southern Pacific Pipelines. It appears that both of these are permits, but that the Bonneville Power Administration right-of-way is owned in fee. During our last transaction the BPA granted us the fee ownership to that portion of the right-of-way required for the Tualatin Valley Highway and we in turn agreed to provide them the rights to maintain their power lines along with necessary agreements to rebuild any portion of their power line required because of our facility. I am asking Jack Cartwright, by a copy of this letter, to assist you in determining the actions required with the BPA. PGE and Southern Pacific would be issued new permits in order for them to operate their facilities.

I am including a copy of the existing agreement between the various parties involved and a sketch map of the area.

JBB:jh
attach.

cc: H. S. Coulter
E. S. Hunter
R. N. Bothman
Ed Hardt
Jim Dunn
Roger Trygstad

As presently planned.... Agreement will be updated as details are ironed out. ASH. 3/10/81

RECEIVED TECHNICAL SERVICES MAR 6 '81 REFER TO A. Olson FOR Info Act Sign D/R R/D Invoice File

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BEAVERTON URBAN RENEWAL

RAILROAD RELOCATION-TV HIGHWAY, GRADE SEPARATION

SITE PLAN

HNTB

SCALE IN FEET
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Existing S.P. Right of Way

Relocated T.V Highway Right of Way

Roadway Boundary

Beaverton Creek

Johnson Creek

Relocated B.N.R.R Mainline

Electric Co. Right of Way

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- STATE RECEIVES FEE
- STATE DEEDS TO BURA
- STATE GRANTS EASEMENTS TO BURA
- STATE GRANTS PERMIT TO OTHERS

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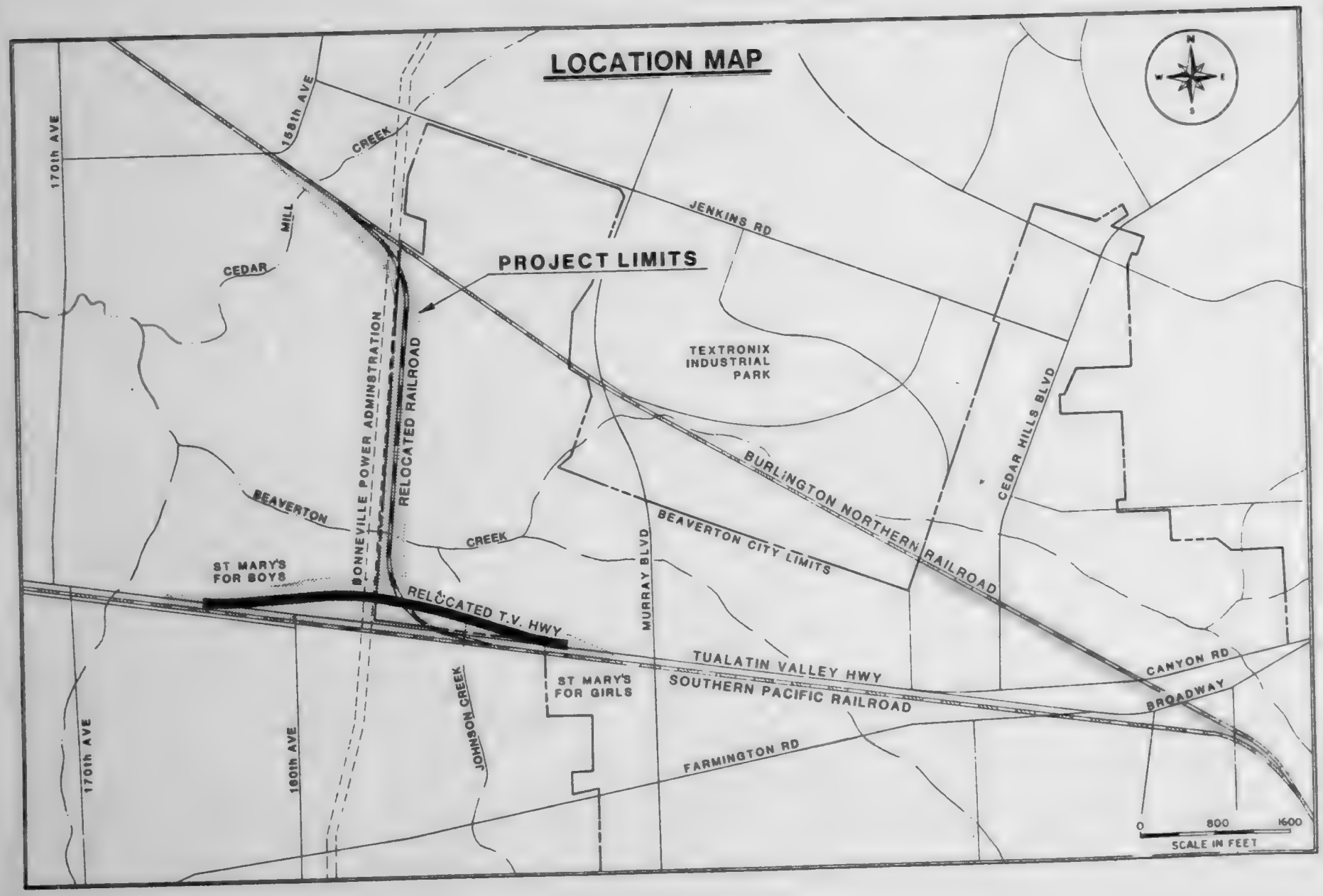
DOCUMENT NUMBER: 9424
Site Plan

I.V. HIGHWAY GRADE

BEAVERTON, OREG(

BEAVERTON URBAN RENE



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ROW 10-1

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Rolfe, Region 1
Right of Way Supervisor

DATE: March 5, 1981

FROM: J. B. Boyd
Right of Way Manager

CgA 7438

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SUBJECT: Exchange of Real Property
Beaverton Urban Renewal
Agency Program
St. Mary's Home for Boys
Tualatin Valley Highway

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Attached is a sketch map indicating my research and instructions to you during negotiations with the various parties involved. Shown in green is the present fee ownership of the Department of Transportation. In red is what we expect to receive in fee ownership from the Urban Renewal Agency. Shown in purple is that portion of the presently owned right-of-way that we will deed to the Urban Renewal Agency. Shown in blue are both easements to be granted to the Burlington Northern Railroad and permits or acceptance of encumbrances presently owned by Portland General Electric and Southern Pacific Pipelines. It appears that both of these are permits, but that the Bonneville Power Administration right-of-way is owned in fee. During our last transaction the BPA granted us the fee ownership to that portion of the right-of-way required for the Tualatin Valley Highway and we in turn agreed to provide them the rights to maintain their power lines along with necessary agreements to rebuild any portion of their power line required because of our facility. I am asking Jack Cartwright, by a copy of this letter, to assist you in determining the actions required with the BPA. PGE and Southern Pacific would be issued new permits in order for them to operate their facilities.

I am including a copy of the existing agreement between the various parties involved and a sketch map of the area.

JBB:jh
attach.

cc: H. S. Coulter
E. S. Hunter
R. N. Bothman
Ed Hardt
Jim Dunn
Roger Trygstad

RAILROAD RELOCATION-TV HIGHWAY, GRADE SEPARATION

SITE PLAN

HNTB

N 673,000

N 674,000

E 1,402,000

E 1,401,000

E 1,400,000

E 1,399,000

P.S 00 40'

N79°06'17"W 247.36'

P.S.C 38+50

N22°55'22"E-40.02'

N66°50'59"W-718.06'

P.C.S 43+00

P.O.S C49+93.94

P.T. C51+04.93

P.C. C51+82.82

P.T. 45+50

P.T. C53+82.90

P.S. 46+50

N68°49'33"W-534.91'

N68°13'04"W-135.35'

S79°33'40"E-1131.36'

T.S. C57+90.68

S.C. C58+90.68

S01°07'30"W-271.58'

P.S.C. 52+50

N24°04'11"E-25.00'

N70°07'45"W-362.86'

Floodway Boundary

Beaverton Creek

Floodway Boundary

Johnson Creek

E. Rel T.V. Highway

N08°08'04"E 98.16'

S84°44'04"W 15.00'

S71°56'53"E

S70°56'53"E

N07°07'30"E-2601.83'

Co Easement

located B.N.R.R. Mainline

t of way

S84°44'04"W 15.00'

S06°08'04" 102.08'

Electric Co. Right of Way

Floodway Boundary

P.C.S 60+50

S07°07'30"W 13.06'

S88°02'26"W 525.82'

Relocated T.V Highway Right of Way

S03°33'47"E 13.00'

P.T. 66+50

S86°04'20"W 130.00'

P.S. 67+50

S86°33'36"W 246.05'

P.S.C. 70+00

P.C.S. 74+50

TO BM 33.43'

P.T. 77+00

N79°55'40"W-1069.84'

S79°55'40"E-1201.36'

S88°02'26"W-369.87'

N09°34'43"E-33.05'

S09°34'43"W-105.88'

S86°04'20"W-134.77'

S86°54'20"W-268.39

Existing S.P. Right of Way

T
99.36'
10.73'
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75.60'
309.93'
197.38'
130.57'
83.01'
173.06'
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59.60'
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79.49'
18.38'
50.44'
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STATE GRANTS EASEMENTS TO BURA

STATE GRANTS PERMIT TO OTHERS

BEAVERTON URBAN RENEWAL

SHEET NO. 2 of 22

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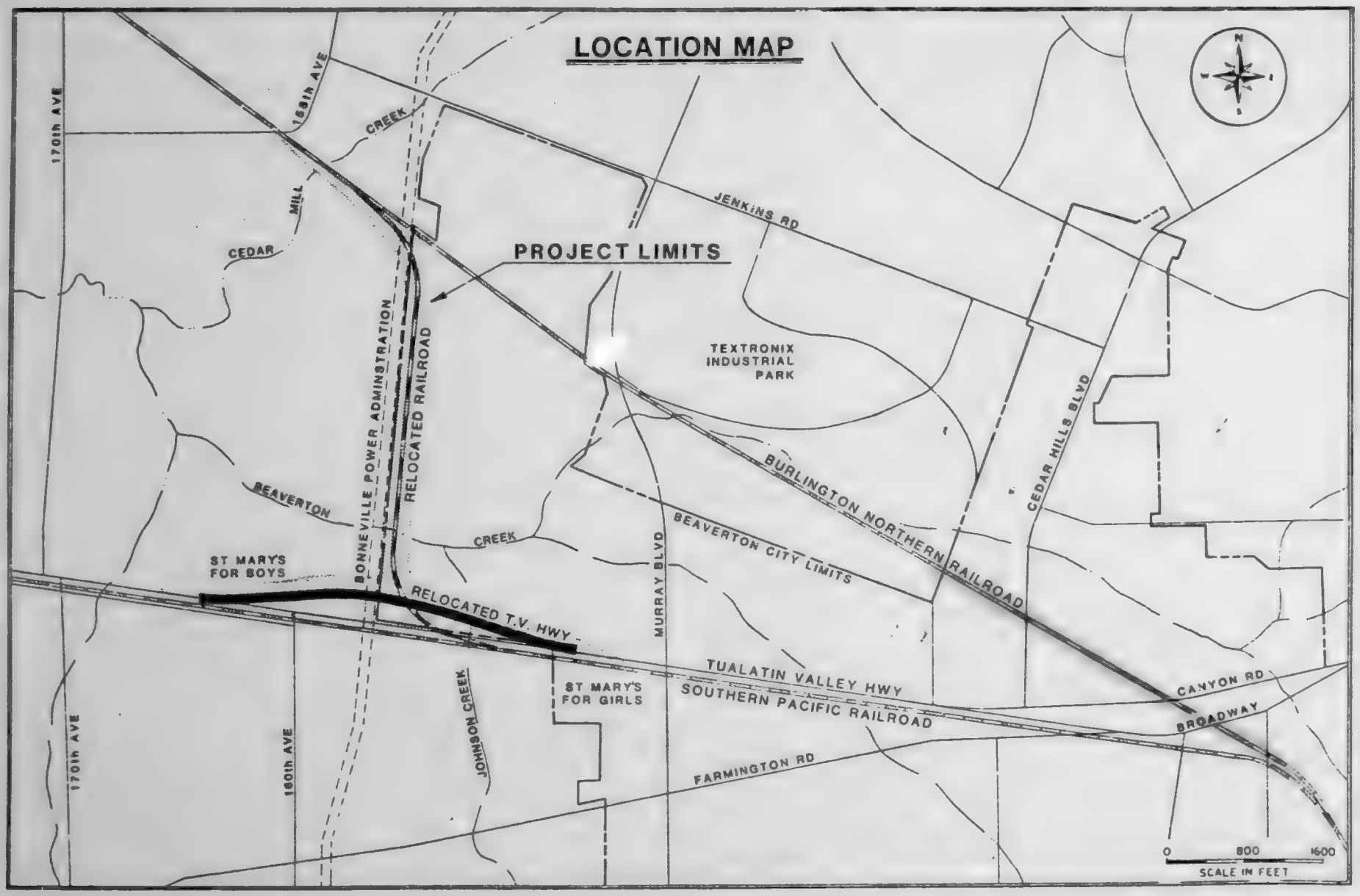
Site Plan
2 of 22

T.V. HIGHWAY GRADE

BEAVERTON, OREG(

BEAVERTON URBAN RENE



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REGION I

BEAVERTON
URBAN
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AGENCY

Executive Director,
Jack R. Nelson

Manager,
Lori Topaz

Board Members:
Larry D. Cole
Lester B. Knudsen
Ann Schmidt
Homer Speer

December 10, 1980

Washington County
Administration Building
150 N. First Avenue
Hillsboro, Oregon 97123

Attn: Gerry Wood, Transportation Planner

Dear Gerry:

In response to your letter of December 5, 1980 concerning the County's review of the City's Railroad Relocation Project, we have the following comments relating to those contained in your letter.

We can accomodate items 1 and 2. With respect to item 3 the improvement of 160th southerly across the railroad tracks to Shaw Street, this would be accomplished at the expense of the County and we would expect that the County would make the appropriate application thru the State Public Utility Commission, for the street widening. Items 4,5 and 6 relating to a proposed traffic signal at 160th is a matter that should be resolved between the State and the County.

We will cooperate in getting any of the work you desire included in the construction plans, but any improvement beyond the existing conditions will, under most cases, be at the expense of others.

Sincerely yours,

James W. Dunn, P.W.
Assistant Manager

JWD:mb
CC: Ed Hardt, Region Engineer
Bill Geibel, District Engineer

CC: Adrian Olson - FYI

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November 17, 1980

DES 16-1

Jack E. Carman, P.E.
Howard Needles Tammen & Bergendoff
600 - 108th Avenue, N.E.
Suite 405
Bellevue, Washington 98004

Dear Sir:

Railroad Relocation-Beaverton
Tualatin Valley Highway
Washington County

We have reviewed your preliminary plans relative to the requested design considerations and have the following comments:

HORIZONTAL ALIGNMENT

This appears to be a good compromise considering the several controls. Please review and correct the tangent bearings as discussed by telephone.

VERTICAL ALIGNMENT

The vertical curve lengths are satisfactory as shown.

SUPERELEVATION TRANSITIONS

These are appropriate, considering the horizontal alignment required.

TUALATIN VALLEY HIGHWAY TYPICAL SECTIONS

As discussed, please change both shoulders to 8 feet to match the existing shoulder widths.

We no longer use untreated granular base material on shown on our original plans. Please use a surfacing design showing 4" of Class "B" mix asphaltic concrete, 10" of cement treated base and 6" of lime treated subgrade. The 18" granular drainage blanket immediately below the surfacing should not be necessary. The need for the 36" granular blanket under the embankment has also been questioned, except as needed for construction in wet weather.

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Guardrail flares should be provided as shown on Drawing No. 2126-B. Type "C" curb should be used instead of Type "E".

DRAINAGE

The drainage appears to be appropriate as shown.

RIGHT-OF-WAY

Whenever possible, we would use tapers rather than right angle jogs. These better follow the right-of-way needs. Provide approximately 15 feet outside of the catch points for maintenance.

The Bridge Section is reviewing the alternate structure plans and their comments will be sent to you when available.

Very truly yours,

A. D. Olson
Preliminary Design Engineer

ADO:ja

cc Ed Hardt
Jim Dunn, Beaverton Urban Renewal

HOWARD NEEDLES TAMMEN & BERGENDOFF

October 20, 1980

Mr. A. D. Olson
Preliminary Design Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Railroad Relocation -
TV Highway Grade Separation
Beaverton, Oregon

Dear Mr. Olson:

As we discussed by phone this date, I am transmitting herewith the following preliminary working drawings and reports for the above referenced project:

TV Highway Typical Section Sheet
Burlington Northern Railroad Typical Section Sheet
TV Highway Plan & Profile Sheets (50 scale)
TV Highway Cross Sections
Alignment Work Sheet (100 scale)
Profile Work Sheet
Preliminary Soils Investigation Report

We are scheduled to complete the preliminary plans by December 15, 1980. It would be beneficial if you could review these working drawings relative to the following design considerations and furnish us with your comments by November 15, 1980:

Horizontal Alignment

The proposed alignment is a refinement of the one suggested by Jerry Rien at our meeting of August 20, 1980. Several other alternatives were investigated and this alignment was selected as the one that best minimizes the impacts at the connections to the existing highway and the amount of right-of-way required. The design speed is 55 mph.

Vertical Alignment

At the request of the BN, the minimum vertical clearance has been set at 23.5 feet. The proposed profile is set for an assumed 8-foot depth of structure. We are currently working

Architects Engineers Planners **600 108th Avenue, N.E., Suite 405, Bellevue, Washington 98004, 206 455-3555**

Partners H C Lamberton, Jr PE, James F Finn PE, Paul L Heineman PE, Joseph H. Looper PE, Gerard F Fox PE, William M. Wachter PE, George K. Erganian PE, Browning Crow PE, Charles T. Hennigan PE, Edgar B Johnson PE, Daniel J Watkins PE, Ralph E. Myers FAIA, Daniel J. Spigai PE, John L. Cotton PE, Francis X. Hall PE, Robert S Coma PE, Donald A. Dupies PE, William Love AIA
Associates Daniel J Appel PE, William C. Meredith PE, Robert W Richards PE, Don R Ort PE, Frederick H Sterbenz PE, Robert B Kollmar PE, Kendall T Lincoln CPA, Jack P Shedd PE, Roberts W Smithem PE, Jack C Thompson PE, Richard D Beckman PE, John A. Eggen, Jr. AIA, Lloyd H. Bakan Harry D Bertossa PE Ralph E. Robison PE, Cecil P Counts PE, Stephen G Goddard PE, Harvey K Hammond, Jr PE, Stanley I. Mast PE, Robert D Miller PE Robert W Anzia PE, Marvin C Gersten PE, Cary C Goodman AIA, Walter Sharko PE, Gordon H Slaney, Jr PE, James L. Tuttle, Jr. PE
Offices Alexandria, VA, Atlanta, Baltimore, Baton Rouge, Boston, Buffalo, Cape Coral, FL, Casper, WY, Charleston, SC Charleston, WV, Chicago, Cleveland, Dallas, Denver, Fairfield, NJ, Houston, Indianapolis, Jacksonville, FL, Kansas City, Los Angeles, Miami, Milwaukee, Minneapolis, Newark, DE, New York Orlando, Overland Park, KS Philadelphia, Seattle, Tampa, Tulsa, Manila, Rio de Janeiro

on the development of the preliminary bridge plans and will refine the profile when the actual structural depth is established. The design speed is again 55 mph.

Superelevation Transitions

Proposed superelevation transitions have been established in general conformance to Figure 3-10, paragraph 3.1.4 of the "Guide for Preparing Contract Road Plans" which you sent to us on August 1, 1980. The point of zero cross slope for the reverse curve-transitions was established in the middle of the tangent section connecting the two curves.

TV Highway Typical Sections

Proposed typical sections were developed to match existing shoulder, driving lane and median widths. Both shoulders will be transitioned to an 8-foot width across the bridge structure. The proposed pavement structure is based upon matching the existing section as determined from the as-built plans. A granular drainage blanket is proposed as detailed in the Preliminary Soils Investigation Report.

Drainage

With the exception of the right shoulder treatment at the connections to the existing pavement, a ditch drainage system is proposed. This is in keeping with the existing system and appears most compatible with the fill sections prevalent on this project. The existing 7'x 8' box culvert at Johnson Creek is proposed to be extended.

Right-of-Way

Proposed right-of-way lines have been established in an effort to minimize the area of take.

Please note that the preliminary working drawings submitted with this letter do not include details on the proposed bridge structure. We are currently developing alternative concepts for the bridge structure and will submit them for your review during the first week in November.

If you have any questions concerning this submittal, please give me a call.

Sincerely,

HOWARD NEEDLES TAMMEN & BERGENDOFF

Jack Carman

Jack E. Carman, P.E.

JEC/jh
cc: Ed Hardt w/enclosures
Jim Dunn w/enclosures

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HOWARD NEEDLES TAMMEN & BERGENDOFF

November 13, 1980

Mr. A. D. Olson
Preliminary Design Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Railroad Relocation -
TV Highway Grade Separation
Beaverton, Oregon

Dear Mr. Olson:

This letter is written confirmation of our telephone conversation of this date. The Preliminary Soils Investigation Report transmitted to you on October 20, 1980 is the only report available. Additional laboratory test results concerning the soil samples are being transmitted to you today by Rittenhouse-Zeman & Associates.

Rittenhouse-Zeman estimates that the bridge approach embankment settlements which can be expected are in the range of 4 to 6 inches. Approximately half of that settlement would occur within the first 6 months and the rest over a 2 to 3 year period.

If you have additional questions, please give me a call.

Sincerely,

HOWARD NEEDLES TAMMEN & BERGENDOFF

Jack Carman

Jack E. Carman, P.E.

JEC/jh

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600 108th Avenue, N.E., Suite 405, Bellevue, Washington 98004, 206 455-3555

Partners H. C. Lamberton, Jr. PE, James F. Finn PE, Paul L. Heineman PE, Joseph H. Looper PE, Gerard F. Fox PE, William M. Wachter PE, George K. Erganian PE, Browning Crow PE, Charles T. Hennigan PE, Edgar B. Johnson PE, Daniel J. Watkins PE, Ralph E. Myers FAIA, Daniel J. Spigai PE, John L. Cotton PE, Francis X. Hall PE, Robert S. Coma PE, Donald A. Dupies PE, William Love AIA
Associates Daniel J. Appel PE, William C. Meredith PE, Robert W. Richards PE, Don R. Ort PE, Frederick H. Sterbenz PE, Robert B. Kollmar PE, Kendall T. Lincoln CPA, Jack P. Shedd PE, Roberts W. Smithem PE, Jack C. Thompson PE, Richard D. Beckman PE, John A. Eggen, Jr. AIA, Lloyd H. Bakan Harry D. Bertossa PE, Ralph E. Robison PE, Cecil P. Counts PE, Stephen G. Goddard PE, Harvey K. Hammond, Jr. PE, Stanley I. Mast PE, Robert D. Miller PE Robert W. Anzia PE, Marvin C. Gersten PE, Cary C. Goodman AIA, Walter Sharko PE, Gordon H. Slaney, Jr. PE, James L. Tuttle, Jr. PE
Offices Alexandria, VA, Atlanta, Baltimore, Baton Rouge, Boston, Buffalo, Cape Coral, FL, Casper, WY, Charleston, SC, Charleston, WV, Chicago, Cleveland, Dallas, Denver, Fairfield, NJ, Houston, Indianapolis, Jacksonville, FL, Kansas City, Los Angeles, Miami, Milwaukee, Minneapolis, Newark, DE, New York Orlando, Overland Park, KS, Philadelphia, Seattle, Tampa, Tulsa, Manila, Rio de Janeiro

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November 5, 1980

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Mr. Edward L. Hardt
Region Engineer
Department of Transportation
P.O. Box 02157
Portland, Oregon 97202

Reference: Railroad Relocation -
TV Highway Grade Separation
Beaverton, Oregon

Dear Mr. Hardt:

Transmitted herewith are preliminary plan and elevation working drawings for three alternative bridge types for the TV Highway overcrossing structure for the above referenced project. The alternative superstructures considered are as follows:

Alternative 1 : Post-Tensioned Concrete Box Girder
Alternative 2 : Prestressed Concrete Girder
Alternative 3 : Concrete Box Girder

Each of these alternatives were analyzed as separate eastbound and westbound structures. An analysis was made to determine the cost advantages of separating or joining these individual structures.

Each of the Alternative superstructures were combined with compatible substructure configurations. These substructure configurations are summarized as follows:

Alternative 1 - Post Tensioned Concrete Box Girder

Due to settlement considerations indicated in the preliminary soils investigation report, a retained earth abutment and retaining wall substructure is proposed. This provides a unit which will settle with the approach embankments and alleviates an anticipated maintenance problem should the bridge be designed as rigid and the approach roadways designed as flexible.

(Cont'd...2)

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Architects Engineers Planners

600 108th Avenue, N.E., Suite 405, Bellevue, Washington 98004, 206 455-3555

Partners H C Lamberton Jr PE James F Finn PE Paul L Heineman PE Joseph H Looper PE Gerard F Fox PE William M Wachter PE George K Erganian PE Browning Crow PE Charles T Hennigan PE Edgar B Johnson PE Daniel J Watkins PE Ralph E Myers FAIA Daniel J Spigai PE John L Cotton PE Francis X Hall PE Robert S Coma PE Donald A Dupies PE William Love AIA
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Offices Alexandria VA Atlanta Baltimore Baton Rouge Boston Buffalo Cape Coral FL Casper WY Charleston SC Charleston W J Chicago Cleveland Dallas Denver Fairfield NJ Houston Indianapolis Jacksonville FL Kansas City Los Angeles Miami Milwaukee Minneapolis Newark DE New York Orlando Overland Park KS Philadelphia Seattle Tampa Tulsa Manila Riyadh

Alternative 2 - Prestressed Concrete Girder

Oval piers located on pile footings are proposed as the substructure for this alternative. The major advantage of this bridge type is ease of construction. The major disadvantage involves the problems associated with expected differential settlement of the approach embankments.

Alternative 3 - Concrete Box Girder

Delta piers located on pile foundations are proposed as the substructure for this alternative. Delta piers were selected to develop the shortest possible spans which allows the roadway profile to be lowered approximately two (2) feet.

Comparative cost estimates were developed in terms of 1980 dollars for each of the alternatives. These comparisons are summarized as follows for separated or joined structures:

Alternative	Separated Structures	Joined Structures
1	$1,600,000	$1,600,000
2	$2,100,000	$2,200,000
3	$2,700,000	$2,900,000

As indicated, Alternative 1 (Post-Tensioned Concrete Box Girder) is the least costly. There is essentially no cost difference between separated or joined structures for this alternative because of the short length. Small cost differences exist for the other two alternatives.

We are recommending that Alternative 1 be selected. This bridge is the least costly to construct and provides a substructure which will accommodate the differential settlement expected as a result of the construction of the approach embankments.

Your review of this information and indication of the alternative preferred by the Oregon Department of Transportation is urgently needed. We are prepared to furnish additional information or meet with you to discuss this submittal as required. It is our intention to include a plan and elevation sheet for the selected alternative in the preliminary plans to be submitted on December 15, 1980. In order to complete the plans and a detailed cost estimate, we will need a selected alternative by November 15th. 1980.

Sincerely,

HOWARD NEEDLES TAMMEN & BERGENDOFF

Jack Carman

Jack E. Carman, P.E.
JEC/lg
c.c. Mr. A.D.Olson
Mr. James Dunn

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HOWARD NEEDLES TAMMEN & BERGENDOFF

October 20, 1980

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Mr. A. D. Olson
Preliminary Design Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Railroad Relocation -
TV Highway Grade Separation
Beaverton, Oregon

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Burlington Northern Railroad Typical Section Sheet
TV Highway Plan & Profile Sheets (50 scale)
TV Highway Cross Sections
Alignment Work Sheet (100 scale)
Profile Work Sheet
Preliminary Soils Investigation Report

We are scheduled to complete the preliminary plans by December 15, 1980. It would be beneficial if you could review these working drawings relative to the following design considerations and furnish us with your comments by November 15, 1980:

Horizontal Alignment

The proposed alignment is a refinement of the one suggested by Jerry Rien at our meeting of August 20, 1980. Several other alternatives were investigated and this alignment was selected as the one that best minimizes the impacts at the connections to the existing highway and the amount of right-of-way required. The design speed is 55 mph.

Vertical Alignment

At the request of the BN, the minimum vertical clearance has been set at 23.5 feet. The proposed profile is set for an assumed 8-foot depth of structure. We are currently working

Architects Engineers Planners

600 108th Avenue, N.E., Suite 405, Bellevue, Washington 98004, 206 455-3555

Partners H. C. Lamberton, Jr. PE, James F. Finn PE, Paul L. Heineman PE, Joseph H. Looper PE, Gerard F. Fox PE, William M. Wachter PE, George K. Erganian PE, Browning Crow PE, Charles T. Hennigan PE, Edgar B. Johnson PE, Daniel J. Watkins PE, Ralph E. Myers FAIA, Daniel J. Spigai PE, John L. Cotton PE, Francis X. Hall PE, Robert S. Coma PE, Donald A. Dupies PE, William Love AIA
Associates Daniel J. Appel PE, William C. Meredith PE, Robert W. Richards PE, Don R. Ort PE, Frederick H. Sterbenz PE, Robert B. Kollmar PE, Kendall T. Lincoln CPA, Jack P. Shedd PE, Roberts W. Smithem PE, Jack C. Thompson PE, Richard D. Beckman PE, John A. Eggen, Jr. AIA, Lloyd H. Bakan Harry D. Bertossa PE, Ralph E. Robison PE, Cecil P. Counts PE, Stephen G. Goddard PE, Harvey K. Hammond, Jr. PE, Stanley I. Mast PE, Robert D. Miller PE Robert W. Anzia PE, Marvin C. Gersten PE, Cary C. Goodman AIA, Walter Sharko PE, Gordon H. Slaney, Jr PE, James L. Tuttle, Jr. PE
Offices Alexandria, VA, Atlanta, Baltimore, Baton Rouge, Boston, Buffalo, Cape Coral, FL, Casper, WY, Charleston, SC, Charleston, WV, Chicago, Cleveland, Dallas, Denver, Fairfield, NJ, Houston, Indianapolis, Jacksonville, FL, Kansas City, Los Angeles, Miami, Milwaukee, Minneapolis, Newark, DE, New York Orlando, Overland Park, KS, Philadelphia, Seattle, Tampa, Tulsa, Manila, Rio de Janeiro

on the development of the preliminary bridge plans and will refine the profile when the actual structural depth is established. The design speed is again 55 mph.

Superelevation Transitions

Proposed superelevation transitions have been established in general conformance to Figure 3-10, paragraph 3.1.4 of the "Guide for Preparing Contract Road Plans" which you sent to us on August 1, 1980. The point of zero cross slope for the reverse curve-transitions was established in the middle of the tangent section connecting the two curves.

TV Highway Typical Sections

Proposed typical sections were developed to match existing shoulder, driving lane and median widths. Both shoulders will be transitioned to an 8-foot width across the bridge structure. The proposed pavement structure is based upon matching the existing section as determined from the as-built plans. A granular drainage blanket is proposed as detailed in the Preliminary Soils Investigation Report.

Drainage

With the exception of the right shoulder treatment at the connections to the existing pavement, a ditch drainage system is proposed. This is in keeping with the existing system and appears most compatible with the fill sections prevalent on this project. The existing 7'x 8' box culvert at Johnson Creek is proposed to be extended.

Right-of-Way

Proposed right-of-way lines have been established in an effort to minimize the area of take.

Please note that the preliminary working drawings submitted with this letter do not include details on the proposed bridge structure. We are currently developing alternative concepts for the bridge structure and will submit them for your review during the first week in November.

If you have any questions concerning this submittal, please give me a call.

Sincerely,

HOWARD NEEDLES TAMMEN & BERGENDOFF

Jack Carman

Jack E. Carman, P.E.

JEC/jh
cc: Ed Hardt w/enclosures
Jim Dunn w/enclosures

9424 6315 29

HOWARD NEEDLES TAMMEN & BERGENDOFF

August 14, 1980

Mr. A. D. Olson
Preliminary Design Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

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Re: BNRR Highway Relocation
(Beaverton Urban Renewal Agency)
160th-Murray Blvd. Section
Tualatin Valley Highway
Washington County

Dear Mr. Olson:

Transmitted herewith is a "50-scale" layout of preliminary alternative horizontal alignments for the relocation of the TV Highway as proposed for the above referenced project. Please note that we have designated these alignments in the following manner:

1. Relocated TV Highway Alignment "A" (ODOT Criteria)
2. Relocated TV Highway Alignment "B" (Special Authority)

These alignments represent our interpretation of the "guide for preparing contract road plans" which you sent to us on August 1, 1980. Alignment "A", we believe, fully complies with the requirements of Section 1, Division 3. Alignment "B" is suggested as an alternative based upon paragraph 1 on page 96b which indicates that spiral lengths may be reduced from the criteria by special authority. Alignment "B" has less of an impact on the adjacent property than Alignment "A".

We would like to review our interpretation of Division 3 with you in our meeting at the Beaverton Urban Renewal Agency on August 18, 1980. Hopefully, this "50-scale" layout will give you an idea of what will be discussed.

Sincerely,
HOWARD NEEDLES TAMMEN & BERGENDOFF

Jack Carman

Jack Carman, P.E.

c.c. Mr. Jim Dunn

NOTED
A. D. O.
Rec'd 8/15/80 CSO.

Architects Engineers Planners
600 108th Ave., N.E., Suite 405, Bellevue, WA 98004, 206 455-3555

Partners H. C. Lamberton, Jr. PE, James F. Finn PE, Paul L. Heineman PE, Joseph H. Looper PE, Gerard F. Fox PE, William M. Wachter PE, George K. Erganian PE, Browning Crow PE, Charles T. Hennigan PE, Edgar B. Johnson PE, Daniel J. Watkins PE, Ralph E. Myers FAIA, Daniel J. Spigai PE, John L. Cotton PE, Francis X. Hall PE, Robert S. Coma PE, Donald A. Dupies PE, William Love AIA
Associates Daniel J. Appel PE, William C. Meredith PE, Robert W. Richards PE, Don R. Ort PE, Frederick H. Sterbenz PE, Robert B. Kollmar PE, Kendall T. Lincoln CPA, Jack P. Shedd PE, Roberts W. Smithem PE, Jack C. Thompson PE, Richard D. Beckman PE, John A. Eggen, Jr. AIA, Lloyd H. Bakan, Harry D. Bertossa PE, Ralph E. Robison PE, Cecil P. Counts PE, Stephen G. Goddard PE, Harvey K. Hammond, Jr. PE, Stanley I. Mast PE, Robert D. Miller PE
Offices Alexandria, VA, Atlanta, Baltimore, Baton Rouge, Boston, Buffalo, Cape Coral, FL, Casper, WY, Charleston, SC, Charleston, WV, Chicago, Cleveland, Dallas, Denver, Fairfield, NJ, Houston, Indianapolis, Jacksonville, FL, Kansas City, Los Angeles, Miami, Milwaukee, Minneapolis, Newark, DE, New York Orlando, Overland Park, KS, Philadelphia, Seattle, Tampa, Tulsa, Manila, Rio de Janeiro

7434 C

29

STATE OF OREGON
ROAD DESIGN 378-6558

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: May 15, 1980

FROM: Adrian D. Olson
Preliminary Design Engineer

SUBJECT: BNRR Highway Relocation
(Beaverton Urban Renewal Agency)
160th-Murray Blvd. Section
Tualatin Valley Highway
Washington County

On May 12 a meeting was held in the office of the Beaverton Urban Renewal Agency (BURA) to discuss the latest plan for relocating the Tualatin Valley Highway over the relocated Burlington Northern Railroad (Railroad Relocation-Project 103, Alternate #3, dated 4/8/80). This project is proposed in order to put the BNRR on the Southern Pacific Railroad trackage through Beaverton and eliminate the present at-grade crossings of the BN by the Tualatin Valley Highway and the Beaverton-Hillsdale Highway in Beaverton.

The revised plan was the result of input from the two railroads and the Highway Division and would appear to be the best compromise, all things considered. There would be a short additional travel distance for highway traffic (over the existing length), but there would be reduced rise and fall as opposed to the present vertical alignment.

After reviewing this in my office and discussing the overall project with Ed Hunter, I advised Ed Hardt that he should advise BURA that we could give concept approval on this latest plan.

Copies of the plans are in the Preliminary Design Unit files.

ADO:cj
cc: Ed Hardt

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5

BEAVERTON
URBAN
RENEWAL
AGENCY

Executive Director,
Jack R. Nelson

Manager,
Lon Topaz

Board Members,
Larry D. Cole
Peder B. Knudsen
Ann Schmidt
Homer Speer

April 23, 1980

Oregon Department of Transportation
P.O. Box 02157
Portland, Oregon 97202

Attn: Ed Hardt

Dear Sir:

In response to your letter of March 25, 1980 we have enclosed a further refined design for the proposed realignment of Tualatin Valley Highway over the relocated Burlington Northern tracks, together with a summary analysis of preliminary design alternatives. The verticle and horizontal alignment have been revised extensivly following a review of the initial concept with the two railroads and the Highway Department. One of the controlling features is the requirement by the Burlington Northern for a passing track 6100 feet in length. In order to get that length the track would have to start at the seperation from the Southern Pacific track and end east of Merlo Road. Also the Burlington Northern requires a team track, loading dock and depot in close proximity to the track biforcation.

All of the above factors, together with the concerns of the Highway Department, are considered together with the total railroad-highway users positive and negative benefits. The total impact of the project includes the operating characteristics of those highway's and streets, including Tualatin Valley Highway, now conflicted by existing Burlington Northern grade crossings. We do not believe that one element of the project can be considered by itself.

Such things as spiralizing horizontal curves and other design refinements will be included in the plans after general acceptance of the plan concept. Your comments will be appreciated.

Sincerely yours,

J.W. Dunn, P.E.
Assistant Manager

Enclosure

JWD/mab

[illegible] SW Hall Boulevard
[illegible] Oregon 97005

[illegible]

HNTB

6315

HOWARD NEEDLES TAMMEN & BERGENDOFF

SUMMARY ANALYSIS OF PRELIMINARY DESIGN ALTERNATIVES

RAILROAD/HIGHWAY RELOCATION

BEAVERTON, OREGON

APRIL 1980

CONCEPT ALTERNATIVES

The conflicts between highway and railroad traffic in the City of Beaverton have been the subject of previous investigations. The normal peak hour congestion of highway traffic is significantly compounded when at-grade crossings are temporarily blocked by the passage of railroad traffic. There are 14 at-grade crossings within the study area with nine subject to a high incidence of motorist delay.

A concept analysis report was completed for the Beaverton Urban Renewal Agency in June 1979. The following basic concepts were examined:

- o No build or do nothing.
- o Reroute the BN and/or SP to lines outside the Beaverton area.
- o Reschedule the BN and/or SP to non-peak highway traffic periods.
- o Elevate the BN and/or SP on their existing alignments.
- o Depress the BN and/or SP on their existing alignments in open cut.
- o Depress the BN and/or SP on their existing alignments in a tunnel.
- o Reroute the BN to the SP or the SP to the BN through Beaverton and construct a connector west of town.

As a result of this analysis, it was concluded that:

1. The recommended near term solution should be some form of the original plan conceived in 1969 consisting of joint use of the SP trackage to a point in proximity of the General Motors Plant near 165th and the TV Highway, with a new track and bridge adjacent to the BPA power lines, and a connection to the BN line near the St. Mary's substation.

2. The favored long term solution is a cut and cover tunnel on the BN alignment through the town center.

DESIGN ALTERNATIVES

In February 1980, a preliminary design analysis was initiated to determine the most suitable alignment for the proposed Burlington Northern track relocation. This analysis includes three basic configurations:

1. The existing TV Highway alignment over a relocated BN alignment.

2. A relocated BN alignment over the existing TV Highway alignment.

3. A relocated TV Highway alignment over a relocated BN alignment.

EVALUATION CRITERIA

The following factors have been considered in evaluating the basic configurations:

1. Maintenance of highway and railroad traffic
2. Initial construction costs
3. Right-of-way requirements
4. Visual and access impacts on adjacent properties
5. Ability to accommodate a future SP connector.

Additional factors which could be estimated in evaluating the three basic considerations are highway and railroad user costs associated with added travel distances and maintenance costs associated with the various vertical and horizontal alignments. A quantification of these factors in comparing each of the three basic configurations is at best misleading. Vertical and horizontal alignments are being refined to minimize the operation and maintenance costs for the Burlington Northern, Southern Pacific and the Oregon Department of Transportation.

What is significant concerning operations and maintenance cost factors is the comparison of all of the basic concepts to the nobuild alternative. Two-thirds (2/3) of the existing traffic delay problem is a result of at-grade BN crossings. The 1978 ADT at three of the major BN crossings was as follows:

o	BN and TV Highway	-	33,000
o	BN and Hall Blvd	-	11,900
o	BN and Broadway	-	15,000

Certain operations and maintenance factors associated with the nobuild alternative were estimated in the June 1979 concept analysis report for the year 1978 and are summarized as follows:

Factor	Amount
o Time Lost Waiting For Trains To Pass	214,000 hours
o Fuel Wasted Waiting For Trains To Pass	75,000 gallons
o Carbon Monoxide Loadings Waiting For Trains To Pass	237,000 pounds

A total of 28 crossing accidents occurred between 1970 and 1978. Upwards of 304 accidents have been estimated as possible over the next 40-year planning period without changed conditions.

ADDITIONAL CONSIDERATIONS

Recent meetings with the Burlington Northern to discuss the basic concepts formalized the following requirements which materially affect the selection of the basic configuration. These factors are:

1. A passing track (minimum 6100 linear feet) is required as part of the relocation of the BN.

2. A depot station with team track and loading dock is required to replace the existing facility located on the BN track to be abandoned. The preferred location for the new facility is at the BN connection to the SP line. This location provides optimum control of the SP connection and excellent highway access to the depot site for freight vehicles.

CONCLUSIONS

The additional considerations resulting from BN requirements for a passing and team track and depot station eliminate the feasibility of taking the BN over the TV Highway. By lengthening the proposed relocated TV Highway bridge over the relocated BN, it is possible to fit a future SP connection under the highway for implementation of the long term solution. This allows the relocated TV Highway vertical alignment to be raised approximately 10 feet and produces an alignment with a maximum grade of 2.5%.

(— at the east end — where the original SP connector was to go over the TV Hwy and.

The relocated TV Highway alignment over the relocated BN alignment is, therefore, the basic configuration which provides for the best maintenance of railroad and highway traffic; costs less than the other configurations to build; minimizes the visual and access impacts on adjacent properties; and, accommodates a future SP connector.

March 28, 1980

Mr. Lee Topaz
Administrator, Community Development
City of Beaverton
4950 S. W. Hall Boulevard
Beaverton, OR 97005

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 7438

Dear Mr. Topaz:

Attached are five copies of an agreement with the City of Beaverton, Urban Renewal Agency, Oregon Electric Railway Company, Southern Pacific Transportation Company, and the Highway Division for the Beaverton Urban Renewal Agency Railroad Project.

When the agreement has been fully executed, please return one copy to me at 121 Transportation Building, Salem, OR 97310. The last party signing the agreement should enter the date on page 1. Also please fill in the blank space in Paragraph XVI, Page 6.

Your letter of March 19 mentions a signing ceremony on April 15 at 10 a.m. This agreement has been signed by H. S. Coulter, State Highway Engineer, but Ed Hardt, Region 1 Engineer, will represent Mr. Coulter at that signing ceremony.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

fkn

Att.

bc H. S. Coulter
Ed Hardt
Jack Sollis

12/23/80. Reed agree. Signed. to Hardt

TO: Oregon Transportation Commission

SUBJECT: Confirmation of Action Taken Under Delegated Authority

(1) On March 12, 1980, approved an agreement with the City of Beaverton, the Urban Renewal Agency, Oregon Electric Railway Company and the Southern Pacific Transportation Company for the Beaverton Urban Renewal Agency Railroad Project. The agreement calls for mutual cooperation to solve a duplicate trackage situation in the City of Beaverton. It calls for the state to permit a grade separated railroad crossing of the Tualatin Valley Highway west of Beaverton. Construction costs will be borne by others.

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed above and report this action for your official records.

Dated this 21 day of March, 1980

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
H S Quelle
STATE HIGHWAY ENGINEER
DATE: 3/15/80

7424C

Beaverton

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 1

P.O. BOX 02157, PORTLAND, OREGON 97202 PHONE 653-3090

March 25, 1980

In Reply Refer to
File No.:

Mr. Jim Dunn
Asst. Urban Renewal Manager
City of Beaverton
4950 SW Hall Blvd.
Beaverton, OR 97005

Dear Sir:

I forwarded the plans that you gave me on March 10 for the railroad/highway relocation west of Beaverton to our Design people in Salem for their review and comment. In response I have attached a copy of a March 21 letter from Adrian Olson. Mr. Olson's feeling is that further study should be given to Alternative 3 before it is selected. He feels there are additional costs assignable to Alternative 3 due to the additional road user cost because of the added length of the highway and the cost of the raise in grade to the road user. Additional costs for Alternative 3 that may not be quantifiable are (1) potential increase in snow and ice-related accidents due to the vertical alignment, (2) increased maintenance costs because of the large fill slopes, and (3) the questionable esthetics of the large fill structure.

Per our phone conversation, your intentions are to develop some kind of a system for comparing the positive and negative impacts of all three alternatives using Mr. Olson's comments as part of your input. We will be interested in reviewing that information and working with you on a selection of the most appropriate design for this project.

Sincerely,

ELH/cp

Edward L. Hardt
Region Engineer

Attachment

ELH/cp
bc R. N. Bothman w/attachment
Hal Versteeg

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ROAD DESIGN 378-6558

March 21, 1980

Ed Hardt
Region I Engineer

A. D. Olson
Preliminary Design Engineer

BNRR Highway Relocation
(Beaverton Urban Renewal Agency)
160th-Murray Blvd. Sec.
Tualatin Valley Highway
Washington County

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Our previous involvement with the project which you submitted with your March 11 letter was in 1970-71 and was with a plan similar to Alternate 2, which takes the BNRR over the Tualatin Valley Highway, leaving that highway in its existing position both horizontally and vertically.

As requested, we have reviewed Alternative 3 for connecting the Burlington Northern Railroad with the Southern Pacific Railroad about 0.5 mile west of Murray Road. This alternative requires the Tualatin Valley Highway to be moved approximately 250 feet northerly of the present tangent and to be raised 25 to 35 feet above the present grade in order to allow the BNRR to pass under the highway. The submitted plan shows reversing simple 4° curve alignment.

We can get spiralized 4° reversing alignment through the approximate area indicated on the HNTB plan and can probably improve HNTB indicated vertical alignment (50 MPH AASHTO or better) by reducing the depth of beam and sliding the vertical curve east. Designing to allow for the future tunnel alignment through Beaverton holds the vertical alignment down at the east end of the line revision. If the tunnel plan is abandoned or ignored, the proposed vertical alignment of the highway could be improved by raising the low point about 10 feet.

No attempt was made to check the estimates on the three alternatives or to review the designs on the other alternatives.

While it would appear that Alternate 3 can be constructed at a slightly lower first cost, it would be appropriate to consider the continuing expense of increased rise and fall and added distance traveled by traffic on the highway. On a benefit-to-cost basis we would show justification to spend $200,000-$300,000 to avoid what would at first appear to be an insignificant increase in length. This is based on an increase of 61 feet in length and 1978 traffic of 30,700 ADT. Time did not permit working up projected traffic for refinement of the above figures or for investigation of the road user cost of 20 to 40 feet of increased rise and fall.

Based on the above, a more detailed study is indicated before serious consideration should be given to Alternative 3.

If you have any questions, please call me.

ADO:cj

STATE OF OREGON
Highway Division--Region 1

INTER-OFFICE MEMO
653-3090

TO: JACK SOLLIS
Asst. Attorney General & Chief Counsel

DATE: March 6, 1980

FROM: EDWARD L. HARDT
Region Engineer

ORIGINAL SIGNED BY EDWARD L. HARDT

SUBJECT: BEAVERTON URBAN RENEWAL AGENCY RAILROAD PROJECT
Tualatin Valley Highway

NOTED
H. S. COULTER

On February 21st Roger Trygstad and I met with Lon Topaz, his attorney, and representatives from the Southern Pacific and Burlington Northern Railroads to work on an agreement for Lon's railroad project west of Beaverton. Attached you will find a letter from Oliver Norville together with a copy of the revised construction and maintenance agreement for this project. You will note that there will be another meeting on March 13th to finalize this agreement.

I would appreciate it if you would review this proposal. I've made pencil notations of a couple of items which are not critical but may need to be clarified a little. I would appreciate your comments on this proposal and, if you feel it's necessary, would welcome you to attend the meeting on the 13th.

3-12-80
Harry, Jacks dept is
If correct this only requires
Duncan's approval,
See page 6

ELH/gw
Attachment
cc: H. S. Coulter w/attachment
Roger Trygstad w/attachment

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VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region I

P.O. BOX 02157, PORTLAND, OREGON 97202 PHONE 653-3090

February 8, 1980

In Reply Refer to
File No.:

H.S. Coulter

Mr. Lon Topaz
Beaverton Urban Renewal Agency
4950 SW Hall Blvd.
Beaverton, OR 97005

Dear Sir:

Your "very rough" draft agreement for the Burlington Northern highway undercrossing project has been reviewed by State Highway Engineer Scott Coulter and Jack Sollis. Jack has revised this agreement somewhat and attached you will find several copies of this rewrite for your review. I call your attention to two areas where we are requesting changes.

(1) Page 4, V --- The sentence about impact attenuators did not come out the way I had intended. Your paragraph V mentioned a center pier and the need for attenuators. That statement presupposes the center pier. I would prefer to see a statement to the effect that "If a center pier is required, impact attenuators shall be installed on each side." I think we'd all prefer not to have a center pier, if possible.

(2) Page 5, VII and Page 7, XI --- These call for the State to be reimbursed for its direct expenses for plan review and highway construction supervision. I'm willing to provide all administrative time necessary at no cost to the project, but I feel that the costs necessary for technical review of the plans and engineering inspection of the highway portion of the work should be a project cost and reimbursable to the State.

I believe these are the only substantive changes that Jack has put in his draft. He and I will be attending your meeting on February 21, as requested. Incidentally, my office is in Milwaukie, not on Glisan St., so please note my correct address.

Sincerely,

C.
E.

Edward L. Hardt
Region Engineer

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Attachments
ELH/cr
bc H. S. Coulter, R. N. Bothman, Bill Geibel
Jack Sollis: Please note attached letter from Lon changing the date of the meeting in Portland to February 21.

STATE OF OREGON

INTEROFFICE MEMO

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TO: H. S. COULTER
Highway Engineer

DATE: January 21, 1980

FROM: EDWARD L. HARDT
Region Engineer

Please note Feb 8 date. Review was appropriate.

SUBJECT: BURLINGTON NORTHERN RAILROAD COMPANY RELOCATION
CITY OF BEAVERTON

The City of Beaverton's Urban Renewal Agency (BURA) is planning a relocation of Burlington Northern's tracks which run through Beaverton in order to put that railroad's traffic on the Southern Pacific Company's rail lines. I have attached a sketch map which shows the line to be eliminated through the city. At the point west of the city where the BN tracks would connect to the SP's, a railroad underpass for the Tualatin Valley Highway will be constructed. At the present time BURA has selected Howard, Needles, Tamman & Bergendoff to do the preliminary engineering for the entire project and their schedule is to start preliminary engineering around the 28th of January. At the same time they wish to put together an agreement with all affected agencies for this project. To this end, attached you will find a letter dated January 4 from Lon Topaz, BURA's manager, transmitting a draft of a construction and maintenance agreement.

I believe this is a worthwhile project, since it eliminates a troublesome grade crossing of the Burlington Northern line and the TV Highway in downtown Beaverton. Essentially, as far as the Oregon State Highway Division is concerned, the agreement calls for us to grant a permanent easement for the railroad undercrossing structure, provide plan review and construction inspection at our own expense, and maintain the highway facility beneath the structure, including the impact attenuators at our expense. Installation of these attenuators on each side of the center pier of the structure is not a foregone conclusion at this time and the agreement should be made to read that, if necessary, such attenuators will be provided. Paragraph VII requires the State to provide plan review and highway construction supervision at State's expense. I believe this should be done at the agency (BURA's) expense. Incidentally, the exhibits mentioned in the agreement have not yet been prepared, so are not attached.

I'm forwarding this data for your review and comment. Please note that Mr. Topaz would like my response to the "substance of the agreement" by February 8 and that he's also scheduled a meeting for February 14 to hammer out the details of the agreement. He is requesting an attorney be present at this meeting to represent each party to the agreement. Therefore, I would like your comments regarding same in time for me to reply by the 8th and I would also like an attorney assigned to this project for the February 14 meeting. If you have any questions or would like to discuss the project, please advise.

ELH/cr
Attachment
cc R. N. Bothman w/attachment
Roger Trygstad — "
Bill Geibel "

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Scott:

Paragraph XII calls for the BN to maintain the highway V'xing. In case the RR resists this, we should be prepared to have a position as to whether we will maintain it. I would obviously prefer not to but could live with it for "routine maintenance" so long as we were not obligated to replace it or otherwise have responsibilities connected with ownership.

Ed Hardt.

BEAVERTON

Pop. 22,150

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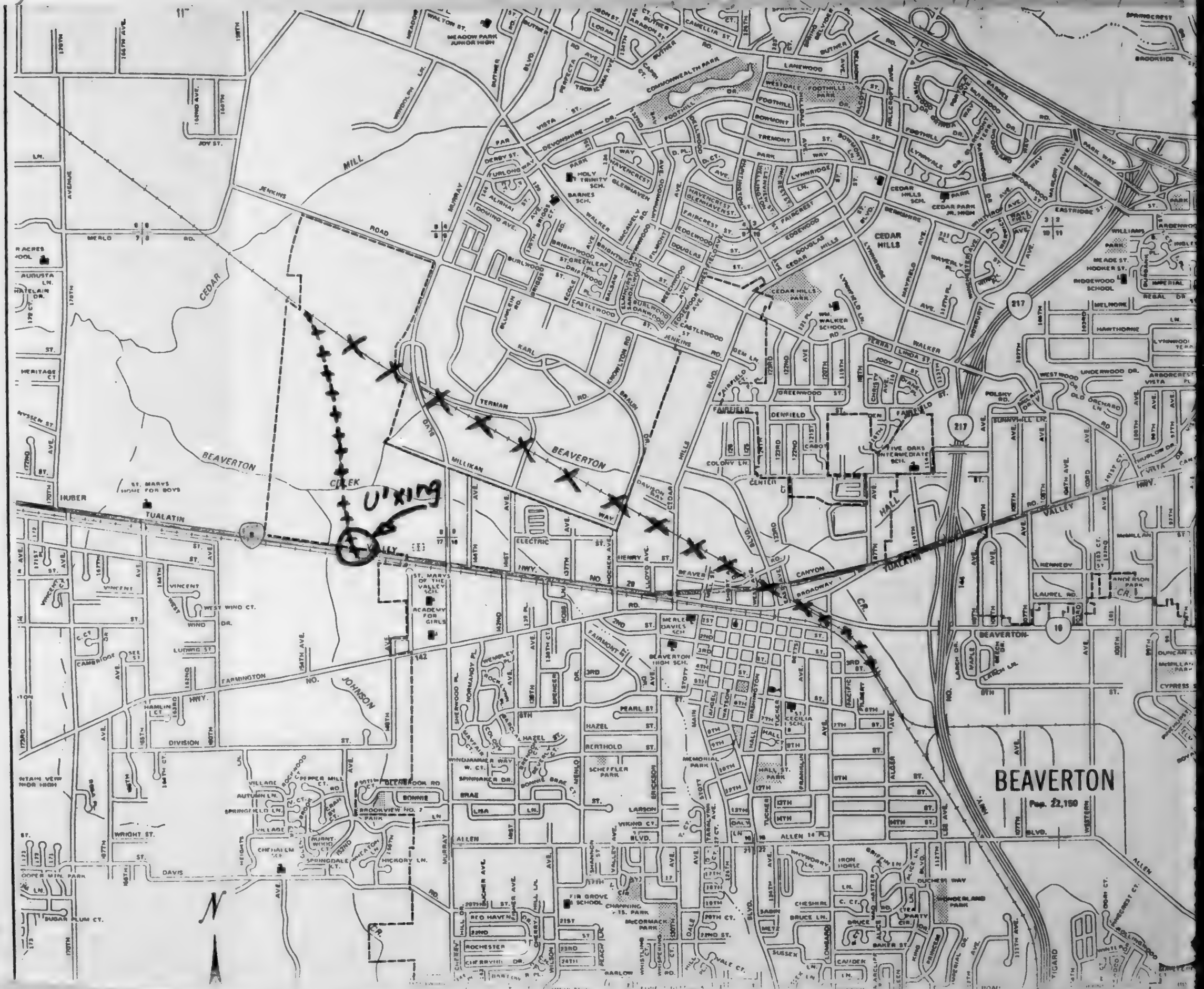
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MEADOW PARK JUNIOR HIGH
BEAVERTON HIGH SCH.
ACADEMY FOR GIRLS
ST. MARYS OF THE VALLEY SCH.
ST. MARYS HOME FOR BOYS
CEDAR HILLS SCH.
CEDAR PARK JR. HIGH
WM. WALKER SCHOOL
FIR GROVE SCHOOL
MERLE DAVIES SCH
ST. CECILIA SCH.
FIVE OAKS INTERMEDIATE SCH.
RIDGEWOOD SCHOOL
MOLY TRINITY SCH.
BARNES SCH.
MEADOW PARK
CEDAR HILLS PARK
MEMORIAL PARK
SCHEFFLER PARK
HALL ST. PARK
CHANNING HTS. PARK
McCORMACK PARK
WINKLEMAN PARK
BROOKVIEW NO. 2 PARK
COMMONWEALTH PARK
FOOTHILLS PARK
WESTDALE FOOTHILLS PARK
ARBORCREST
HAWTHORNE
UNDERWOOD DR.
MELMORE
IMPERIAL
REGAL DR.
MEADE ST.
HOOKER ST.
EASTRIDGE ST.
WILLIAMS PARK
SPRINGCREST
BROOKSIDE
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SUNNYHILL LN.
OLD ORCHARD LN.
ORCHARD RD
POLSKY RD.
WESTWOOD DR.
VISTA PL.
ARDENWOOD
MEADOWLARK DR.
MEADOWLARK PARK
CHERRY HILL DR.
CHERRY DR.
ROCHESTER
RED HAVN
SPRINGDALE CT.
HICKORY LN.
SUGAR PLUM CT.
MERITAGE CT.
AUGUSTA LN.
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RACQUET CLUB
MAIN VIEW HIGH
COOPER MTN. PARK
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BEAVERTON
URBAN
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AGENCY

Executive Director,
Jack R. Nelson

Manager,
Lon Topaz

Board Members:
Larry D. Cole
Lester B. Knudsen
Ann Schmidt
Homer Speer

OE RE RME RCE BE
TE RECEIVED RSM
UE JAN 14 1980 RSC
SO REGION I RBI
TO

January 4, 1980

Mr. Ed Hardt
Oregon Department of
Transportation
5821 NE Glisan
Portland, OR

Dear Ed:

Sorry for the delay. Christmas, New Years, and City budgets got in the way.

We agreed to submit draft agreement language and I have attached a very rough draft agreement (no lawyers yet!)

I would like your response to the substance of the agreement by February 8, 1980.

I have scheduled a meeting for Thursday, February 14, 1980 to assemble the final document. The meeting is set for the conference room of Williams, Stark, Hiefield, and Griffin, Boise Cascade Building, Suite 775, 1600 SW Fourth, Portland, Oregon. The purpose is to spend whatever part of the day is necessary to assemble a final agreement for each of us to take back to our principals for their approval. The meeting will start at 10:00 a.m. and go until we are through. Mr. Oliver Norville represents BURA and he will be the main draftsman. Lunch will be on us (I promise a nice lunch break).

This is the meeting where I expect to see attorneys from all parties, so please let them in on the process and the meeting date.

It is my hope that both railroads, ODOT, BURA, and the City of Beaverton will be represented by a decision maker and an attorney. I really believe that we can draft an agreement and come up with a sound one at this meeting. My schedule from there on is to allow 20 days for home office checking and changes, if any, (hopefully none). To then allow 30 days for public agency ratification (ODOT, BURA, and the City of Beaverton by resolution) and to have a signing ceremony on Thursday, April 3, 1980. This date is necessary for BURA to sell its bonds in early May 1980.

For your information, consultant selection is expected to be complete by January 11, 1980 with contract awarded on January 14, 1980.

4950 S W Hall Boulevard
Beaverton, Oregon 97005

(503) 644-2191

OE's main track and siding shall be relocated as shown on Exhibits

Preliminary engineering will be geared to design selection and right-of-way identification.

We will move to acquire right-of-way as soon as the bonds are sold in May. We are asking the engineering consultant to indicate a fast-track type of process and fully expect to be to contract on the project by September 1980 (there may be more than one contract involved). I strongly urge you to schedule your work accordingly and to budget whatever you have to appropriately.

Your fine cooperation is appreciated and will be necessary in the future. Just try and make believe that you are building a spur track to beat out a competitor! Thanks, hope you had a nice Christmas and a happy New Year - it is going to be an auspicious one!

Cordially,

Lon Topaz,
Manager

LT/am
Enclosure

cc: Jack Nelson

1982 Baldock Safety Rest Area 9425
Sec. of the Pacific Hwy. near
Wilsonville. (Building Improvements)

4425 5-24-83

r11 OSHD (Coult.) **STATE COPY**

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Clackamas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
5/20/83	W. H. Kappus, Area Engineer		I-5-5(75)283
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
6/17/82	12/17/82	100 %	120 calendar days
APPROVED EXTENSIONS	**LOCATION**		
NONE	I-5 Safety rest areas near Wilsonville, OR		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

BALDOCK SAFETY REST AREA
PACIFIC HWY (I-5)
Handicapped Improvements

This project provided for the removal of architectural barriers to the handicpped at the northbound and southbound units of the rest area.

There were no major underruns or overruns.

A final inspection of the completed project was made on 6/17/82.

RECEIVED
STATE HWY ENGR
JUN 7 '83
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by WILLIAM H. KAPPUS Area Engineer W. H. Kappus		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5/31/83	TITLE Field Operations Engineer	DATE 6/6/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9425

b

December 23, 1982

United Pacific Insurance Co.
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9425

Gentlemen or Ladies:

Contract No. 9425 awarded to Suomi Enterprises, Inc. for building improvements on the Baldock Safety Rest Area Section of the Pacific Highway in Clackamas County was completed on October 15, 1982, and accepted by the State Highway Division on December 17, 1982.

Final payment in the amount of $1,629.50 will be released to the contractor after December 30, 1982. The total contract amount is $32,590.00. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Suomi Enterprises, Inc.
P. O. Box 245
Woodburn, OR 97071

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
C. O. Fredrickson

9425

FORM 81-734-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: BALDOCK SAFETY REST AREA		WEEK ENDING: 9-11-82
		SECTION PREFIX: 603-1037
HIGHWAY: PACIFIC		COUNTY: CLACKAMAS
NAME OF JOB: BALDOCK SAFETY REST AREA	KIND OF WORK: BUILDING IMPROVEMENTS	
CONTRACTOR: SUOMI ENTERPRISES, INC.	CONTRACT NUMBER: 9425	FEDERAL AID PROJECT NUMBER: IR-5-5(75)283
DATE OF CONTRACT: 2/4/82	DATE WORK STARTED: 4/22/82	~~ESTIMATED~~ COMPLETION DATE: 6-17-82
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION ____	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 120
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $ 37.487.30		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 34,213.30	ENGINEERING AUTHORIZATION $ 3,274.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 32,740.00	ENGINEERING COST TO DATE $ 5,850.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT OVERRUN / UNDERRUN: - 4⅓ %	PERCENT OF AUTHORIZATION 179 %	DATE PROJECT WAS COMPLETED: 6-17-82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
----------	----------	----------	----------	----------	----------		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	N/A							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	**********			PROJECT COMPLETE
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
SEP 14 1982
CONSTRUCTION SECTION

CE K CAE FOE OCS SCS EEO
OM CA LS TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED 6-17-82
SEMI-FINAL SUBMITTED TO REGION II 9-10-82
LAST REPORT

SIGNED _____ LOCATION SALEM

WARREN E. MUELLER PROJECT MANAGER

9485

SMALL COPY

2.

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 3-95	FEDERAL-AID PROJECT AGREEMENT	Oregon
	3/4/82	County Clackamas
		Project No. IR-5-5(75)283

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Baldock Safety Rest Area (Wilsonville)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-6-82	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 37,487.00	$ 34,570.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By W.J. Wheeler

Asst. State Highway Engineer
(Title)

XX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon February 4, 1982

Federal Aid Project
No. IR-5-5(75)283

Baldock Safety Rest Area
Pacific Highway
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code Y022
Building Improvements

Remodel Existing Toilet Building, Etc.	All Required	$32,590.00
Anticipated Items		
Permit Fee	All Required	$ 150.00
	SUBTOTAL	$32,740.00
	Engineering	4,747.00
	TOTAL	$37,487.00

Length of Project ---------- 0.00 mi.

Federal Funds (92.22%)-------	$34,570.00
State Funds ----------	2,917.00
TOTAL	$37,487.00

Group 1	100%
Contract No.	9425
Prefix:	637-1915L
Prefix:	603-1037

9425

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-6-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-5(75) 283
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10052

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1/6/82	Interstate 5	Primary 1

10. GENERAL LOCATION:

Baldock (Wilsonville) Safety Rest Area

11. GENERAL DESCRIPTION OF WORK

Building (Handicapped) Improvements

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* Permit Fee $150

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1/4/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $40,240 Federal Funds $37,109.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HIGHWAY ENG.
JAN 13 82
DIVISION

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/6/82		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9425

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

January 5, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Program Change
Item No. 10052
Project No. I-5-5(75)283
Baldock Safety Rest Area
Clackamas County

I request approval of a program change to update the subject project to conform with the Highway Act of 1981 requiring revisions as follows:

1) Project Number: Change to read "IR-5-5(75)283.
2) Appn Code: Change to read "044".
3) Class of Federal Funds :Change to read "Interstate System 4R".

Federal funds will remain at the pro-rata of 92.22%.

JLG:bkc

cc: General Files

Form 734-3122

9425

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

December 11, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10052
Project No. I-5-5(75)283
Baldock Safety Rest Area
Clackamas County

Attached support data consists of PR-1 form with project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on January 28, 1982.

JLG:bkc
Attachments

cc: C.O. Fredrickson (Region 2)
General Files

Form 734-3122

1982 Columbia County Pavement Marking Proj. No. 2 on various county roads and city streets. 9426

C&A 7548 9-10-81

r11 OSHD (Coulter)

7/26

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Columbia	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
5/23/83	T. P. Lowe, Area Engineer		PMS-000S(109)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
8/17/82	12/22/82	121 %	150 calendar days
APPROVED EXTENSIONS	**LOCATION**		
10	See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA COUNTY PAVEMENT MARKING PROJECT NO. 2
VARIOUS COUNTY ROADS @ CITY STREETS
Thermoplastic Pavement Marking

This project provided for thermoplastic pavement markings at numerous locations throughout Columbia County. Several random locations were inspected and found satisfactory.

The Contractor overran the 150 days allowed in the contract by 31 days. A time extention of 10 days has been granted. There remain 21 calendar days of liquidated damages.

The final cost is $36,000 which exceeds the original authorization about 10%.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 2 '83
REFER TO
Keaun
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed By G. K. HOSSNER G. K. Hossner	
TITLE Area Engineer	DATE 5/31/83	TITLE Field Operations Engineer	DATE 5/31/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

94=6

B

February 4, 1983

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

CON 5
#9426

Gentlemen or Ladies:

A post-final payment for $892.28 will be made to Swanston Equipment Company on Contract No. 9426 for the Columbia County Pavement Marking Project No. 2 as soon as the warrant is prepared.

The total amount paid on this contract will be $32,124.23 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Swanston Equipment Company
P. O. Box 1963
Fargo, ND 58107

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9426

B

January 12, 1983

Seaboard Surety Company
320 108th Avenue, N.E., Suite 401
Bellevue, WA 98004

CON 5
#9426

Gentlemen or Ladies:

On December 28, 1982, we wrote to you concerning release of final payment on Contract No. 9426 awarded to Swanston Equipment Company for the Columbia County Pavement Marking Project No. 2.

Final payment on this contract is $976.65 and the total contract amount is $31,231.95. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Swanston Equipment Company
P. O. Box 1963
Fargo, ND 58107

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9426

STATE COPY B

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: 11-158		County: Columbia
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: PMS-000S(109)
MODIFICATION NUMBER: 1	11-30-82	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on 3-3 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 38,563.00	$ 43,246.00
Federal funds	$ 38,563.00	$ 43,246.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of November , 1982 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File.

Oregon State Highway Division
Salem, Oregon November 22, 1982

Federal-Aid Project
No. PMS-000S(109)

Columbia County Pavement Marking Project #2
Various Columbia County Roads

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 5,700.00
	TOTAL	$ 5,700.00

Type Code Y103
Pavement Markers

Subtotal of previous estimate February 4, 1982			$ 28,702.00

Previous Estimate

12-inch Thermoplastic Pvt. Line	3,312 Lin. Ft.	1.50	$ 4,968.00
18-inch Thermoplastic Pvt. Line	2,844 Lin. Ft.	2.25	6,399.00
			$ 11,367.00

Revised Estimate

12-inch Thermoplastic Pvt. Line	4,127 Lin. Ft.	1.50	$ 6,190.50
18-inch Thermoplastic Pvt. Line	4,055 Lin. Ft.	2.25	9,123.75
			$ 15,314.25

Increase	$ 3,947.25
Subtotal	32,649.25
Engineering	4,896.75
Total	$ 37,546.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 5,700.00	$ 5,700.00
Pavement Markers	37,546.00	37,546.00
Total	$43,246.00	$43,246.00

Group 1 100%
Contract No. 9426
Prefix: 205-1996
Prefix: 205-1001

9426

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-80	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 3/3/82	State Oregon County Columbia Project No. PLS-000( )09)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Columbia County Pavement Marking Project #2

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-6-82	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 38,563.00	$ 38,563.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XXXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAR 3 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon February 4, 1982

Federal Aid Project
No. PMS-000S(109)

Columbia County Pavement Marking Project #2
Various Columbia County Roads

PROJECT AGREEMENT ESTIMATE

Type Code PE			
Preliminary Engineering			
Preliminary Engineering		All Required	$ 5,700.00
Type Code Y103			
Pavement Markers			
Mobilization		All Required	$ 1,000.00
Temporary Protection and Direction of Traffic		All Required	1,000.00
Temporary Signs	160 Sq. Ft.	5.00	800.00
Temporary Barricades	4 Each	25.00	100.00
Flagmen	450 Hour	1.00	450.00
Thermoplastic Pavement "Schools"	59 Each	75.00	4,425.00
Thermoplastic Pavement "RR's"	36 Each	260.00	9,360.00
Thermoplastic Pavement "Onlys"	1 Each	100.00	100.00
Thermoplastic Pavement Arrows	1 Each	100.00	100.00
12-inch Thermoplastic Pavement Line	3,312 Lin. Ft.	1.50	4,968.00
18-inch Thermoplastic Pavement Line	2,844 Lin. Ft.	2.25	6,399.00
		Subtotal	$28,702.00
		Engineering	4,161.00
		TOTAL	$32,863.00

Length of Roadway ---------- 0.00 mile

SUMMARY OF FUNDS (100%)

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 5,700.00	$ 5,700.00
Pavement Markers	32,863.00	32,863.00
TOTAL	$38,563.00	$38,563.00

Group 1 100%
Contract No. 9426
Prefix: 205-1996
205-1001

9426

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:
CON

AGENDA
NOV 16 1982
IA-[illegible]

DATE: November 8, 1982

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization Columbia County Pavement Marking Project No. 2 Various County Roads and City Streets, Columbia County Contract No. 9426

This pavement marking demonstration project was completed on August 17 and it is apparent that the final cost will exceed the project authorization by $5,540.00 or 16.9 percent.

The original quantities of items set up in the contract were insufficient to construct the project according to the plans. Quantities of the stop bar and crosswalk items overran by $3,631 of which $1,365 was offset by the assessment of liqudated damages.

there are sufficient funds available in the category of work and all the increase except $1,716 is eligible for federal participation.

I recommend that the authorization be increased by $5,540.00 to a new total of $38,403.79. This matter will be on the consent calendar for the November 16 meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: October 27, 1982

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Columbia County Pavement Marking Project #2
Various County Roads and City Streets, Columbia County
Contract No. 9426

This pavement marking demonstration project was completed on August 17, 1982 and it is apparent that the final cost will exceed the project authorization by $5,540.00 or 16.9 percent.

The original quantities of items set up in the contract were insufficient to construct the project according to the plans. Quantities of the stop bar and crosswalk items overran by $4,593 or 40 percent. No changes were made in the design.

Engineering of the project required a great deal of traveling because of the vast area involved, and constant inspection was necessary due to the nature of the work. The engineering overran by $3,631 of which $1,365 was offset by the assessment of liquidated damages.

There are sufficient funds available in the category of work and all the increase except $1,716 of the engineering is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $5,540.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
E. Rodriguez
R. D. Church
D. E. Swan

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
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REFER TO
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Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

Contains Recycled Materials

9426

Columbia Co

PROJECT MANAGER'S NARRATIVE REPORT

PROJECT: Columbia County Pavement Marking Project No. 2 CONTRACT NO.: 9426
HIGHWAY: ~~Various~~ county roads and city streets
PREFIX NO.: 205-1001 F.A. NO.: PMS-000S(109) COUNTY: Columbia

This project called for the furnishing and placing of thermoplastic pavement marking on various county roads and city streets in Columbia County.

Given two choices in the special provisions, the contractor opted for the Type A markings which consist of liquid, hot-laid white thermoplastic containing beads with a separate application of additional glass beads on the surface. The Type B, a prefabricated retroreflective film, was never used.

Although the specials contained numerous requirements, testings, specifications, etc., there was no way to make field tests other than to read labels of the materials used. Even our Salem lab is not prepared to make all the tests required and most certainly, the engineering budget of 10% is not enough to pay for all the testing and inspection costs involved. We asked the contractor to furnish certifications from the manufactures to indicate that the materials were in accordance with the specifications, but this is not a very effective nor reliable method of testing. The engineering costs were double the authorized amount and outside of not sending an inspector to the project, there is no way to reduce this item. No solutions are offered except to increase the engineering.

On a job of this type, with marking on city streets, county roads and state highways, it is difficult to satisfy all the parties involved. Our District Maintenance Superintendent was unhappy about not having any input in the final design and about having to maintain the markings afterwards. Another objection was that the markings were in conflict with existing or proposed striping plans or traffic signals or that the markings would soon be covered by an asphalt overlay. Two recommendations are offered. One, distribute preliminary plans to all agencies involved. Two, assign contracts of this type to the District Maintenance Supervisor.

Constructionwise, there were no major problems other than trying to work between showers and still obtain good adhesion. In this respect, the contractor performed in a very professional and responsible manner by allowing plenty of time, perhaps too much time, for the base surface to dry before applying the thermoplastic. Obviously, the results were satisfactory, but it took extra time as well as inspection to complete the job. Overall, the calendar days overran by 31 days but the contractor was allowed 10 extra days without liquidated damages, simply because the final field quantities exceeded the original plan quantities by 16%. Perhaps the use of workdays or even calendar workdays in lieu of calendar days would be a fairer way to keep track of time on marking projects.

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STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Columbia County Pavement Marking Project No. 2 — CONTRACT No. : 9426

HIGHWAY: Various county roads and city streets — PREFIX No. : 205-1001

COUNTY : Columbia — F.A. No. : PMS-000S(109

ITEM No.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	+ or - %
	Bid Items	$	28,702.00	33,267.30	+16
	Contingencies	$	1,291.59	0.00	-100
	Engineering	$	2,870.20	4,800.00	+40
	Liquidated Damages	$		-2,015.00	
		Total	32,863.79	36,052.30	±10

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

Individual Overruns and Underruns

Bid Item No. 10	12-inch Thermoplastic Pavigg Line	4,968.00	6,747.90	+36%

The original contract item was vastly underrun as no significant changes were made in the field. The plan details were carried out as specified. The totals reflect the accurate measurements required by our standards, As there were no revisions, extra work orders nor price agreements.

Bid Item No. 11	18-inch Thermoplastic Paving Line	6,399.00	9,212.40	+44%

Same explanation as on bid item number 10.

Engineering

This project required a great deal of traveling, overtime as well as constant inspection and there was no way to keep the engineering from overrunning.

9426 10-1-82 Columbia Co.

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Columbia County Pavement Marking Project No. 2 CONTRACT No. : 9426

HIGHWAY: Various county roads and city streets PREFIX No. : 205-1001

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PROJECT MANAGER'S NARRATIVE REPORT

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HIGHWAY: Various county roads and city streets
PREFIX NO.: 205-1001 F.A. NO.: PMS-000S(109) COUNTY: Columbia

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9426

CON

September 10, 1982

Swanston Equipment Co.
P. O. Box 1963
Fargo, ND 58107

Time Extension Request
Columbia County Pavement
Marking Project No. 2
Contract No. 9426

Your request for additional contract time in which to complete the above project has been carefully reviewed. Reasonably predictable weather is not a valid reason for additional contract time. A review of the weather data for the spring of 1982 indicates reasonably predictable weather and therefore that portion of your request is denied.

A review of the bid item quantities of work performed indicates a minor overrun for which a time extension of 10 calendar days is granted.

There remains 21 calendar days of liquidated damages under this contract.

Should you wish to submit additional data, or a further review of this matter, please contact Project Manager Hank Rodriguez.

W. E. Schwartz, P.E.
State Highway Engineer

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Hank Rodriguez w/att.
FHWA w/att.

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. KEASEY
Construction Engineer

DATE: September 1, 1982

FROM: ALLAN C. HARWOOD
Operations Engineer

SUBJECT: COLUMBIA COUNTY PAVEMENT MARKING
Project No. 2
Contract No. 9426

Enclosed find a request from Swanston Equipment Company for additional time to complete work on the subject project without assessment of liquidated damages.

The basis of the request is that a cool, wet spring delayed starting the project and there was considerable overrun of quantities.

Project Manager Hank Rodriguez indicates an overrun of the contract of 16%, and recommends 10 days be granted for the overrun.

There were no revisions in the contract, and Rodriguez indicates the contractor had a clue that the quantities would overrun. I recommend against allowing time due to overrun of quantities to accomplish contract work.

I agree with Rodriguez that no time should be allowed for weather delays. A review of the climatological data for May indicates slightly below normal temperature, but considerably below normal participation. We have not received the report for June, but from the May report I think it is apparent that work could have been started before June 14, 1982.

9-3-82

W.E. Schwartz:

I concur with Region and recommend this request be denied. Except, I recommend the 10 c.d. for overrun be gr

ACH:11
Enclosures

RECEIVED
SEP 21982
CONSTRUCTION SECTION

CE, CAE, FOE, OCS, SCS, EEO, OM, CA, LS, TC, FE, CP

81-125-1387

9/82

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FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia County Pavement Marking Project No. 2		WEEK ENDING: August 28, 1982
		SECTION PREFIX: 205-1001
HIGHWAY: Various Co. Rds. & Sts.		COUNTY: Columbia
NAME OF JOB: Columbia Co. Pavement Marking Proj. 2	KIND OF WORK: Pavement Marking	
CONTRACTOR: Swanston Equipment Company	CONTRACT NUMBER: 9426	FEDERAL AID PROJECT NUMBER: PMS-0005(109)
DATE OF CONTRACT: February 4, 1982	DATE WORK STARTED: June 14, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 150	CALENDAR DAYS USED: 181
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 121
PROJECT AUTHORIZATION: $ 32,863.79	ENGINEERING AUTHORIZATION $ 2,870.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 29,993.59	ENGINEERING COST TO DATE $ 4,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 31,252.30		DATE PROJECT WAS COMPLETED: August 17, 1982
ESTIMATED PERCENT: OVERRUN XXXXXX UNDERRUN 4.20 %	PERCENT OF AUTHORIZATION 139 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Sunny, Warm	0	0	
MONDAY 23	Sunny, Warm	0	0	
TUESDAY 24	Sunny, Warm	0	0	
WEDNESDAY 25	Sunny, Warm	0	0	
THURSDAY 26	Cloudy, Cool	0	0	
FRIDAY 27	Cloudy, Cool	0	0	
SATURDAY 28		0	0	

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CONSTRUCTION SECTION

CE K CAE FOE QCS SCS EEO OM CA LS TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 22	NO ACTIVITY ALL WEEK.
MONDAY 23	
TUESDAY 24	
25 WEDNESDAY	
THURSDAY 26	
FRIDAY 27	
SATURDAY 28	

REMARKS

STATUS TO DATE: PROJECT COMPLETED ON TUESDAY, AUGUST 17, 1982.
SEMI-FINAL ESTIMATE IS ON THE WAY.
THIS IS THE FINAL WEEKLY REPORT FOR THIS PROJECT.

SIGNED E. Rodriguez LOCATION: BEAVERTON

E. RODRIGUEZ, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1426

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-6-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: PMS-000S(109)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10189

2A. COUNTY NAME: Columbia

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 1/6/82

8. FEDERAL ROUTE NUMBER: Various & Non Federal aid

9. STATE ROUTE NUMBER: Various County Roads

10. GENERAL LOCATION:

Columbia County Pavement Marking Project #2

11. GENERAL DESCRIPTION OF WORK

Pavement Markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's 1/4/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $103,313 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

14. DATE: 1/6/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9426

September 10, 1981

Board of County Commissioners
Columbia County
Courthouse
St. Helens, OR 97051

AGR

Attention: Reta C. Kerry
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2548

Gentlemen:

Attached for your records is a fully executed copy of a Letter of Understanding for a pavement marking project in Columbia County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TO: H. S. Coulter
State Highway Engineer

DATE: July 10, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Pavement Marking Project

A project has been requested to install thermoplastic pavement markings on City streets, County roads and State highways in Columbia County.

Construction will be by contract with State Force performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	Local Funds
City, County & State	Columbia County Pavement Marking Project No. 2	$50,000	$50,000	0	0

The project has been investigated and is eligible for funding under the Title II Pavement Marking Demonstration Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

RHB:rw

APPROVED:

orig to Harmison
cy George
File

for E J Johnston
State Highway Engineer

DATE: 7-14-81

9426 8-10-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: PMS-000S(109)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10189

2A. COUNTY NAME: Columbia

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8/10/81

8. FEDERAL ROUTE NUMBER: Various & Non Federal aid

9. STATE ROUTE NUMBER: Various

10. GENERAL LOCATION:

Columbia County Pavement Marking Project #2

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [XX] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION — TEC $5,700
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 7/29/81.

RECEIVED
STATE HWY ENGR
AUG 12 '81
REFER TO
FOR
Info | Invest. | R/D | D/R | Sign | Act | File

8/13

14. DATE: 8/10/81

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hoonan

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9426

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

July 29, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10189
Project No. PMS-000S(109)
Columbia County Pavement Marking Project No. 2
Columbia County

Attached data consists of PR-1 form with project map, Authority for Survey, and Description of Procedure.

I request authorization to proceed with all phases of preliminary engineering work necessary to obtain PS&E approval at an estimated cost of $5,700 with an obligation of $5,700 in Federal Funds.

DRH:bkc
Attachments

cc: L.E. George
Ed Hardt (Region 1)
R.N. Bothman (Metro)
Judy Smith (Metro)
Jon Rose (Metro)
General Files

Form 734-3122

1982 Columbia River Hwy. @ SW E.M. Watts Rd. and SW Maple St. Secs. (Traffic Sig. Install.) 9427

C&A 4730
7359

10/6/81
c/17/81

*U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 • 626

1727

r11 OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

11-28-83

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Columbia	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
11/28/83	Thomas P. Lowe, Area Engineer		F-1(7)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
10/4/82	3/17/83	97 %	220 days
APPROVED EXTENSIONS	**LOCATION**		
--------	See Below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA RIVER HWY @ SW WATTS RD & SW MAPLE ST (SCAPPOOSE)
COLUMBIA RIVER HIGHWAY
Traffic Signal

The project provided traffic actuated signals at the above two intersections. Only the signal at SW Watts involved Federal participation. The signal at Maple was constructed with State funds.

The original authorization was for $53,000. The final cost is $54,000.

NOTED
W. E. SCHWAB

RECEIVED
STATE HWY ENGR
DEC 7 '83
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original Signed by T. P. LOWE Thomas P. Lowe		SIGNATURE: Original Signed By G. K. HOSSNER Glenn K. Hossner	
TITLE: Area Engineer	DATE	TITLE: Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9427

B

March 24, 1983

Union Indemnity Insurance Co.
c/o Northwest Bonding Company
P.O. Box 1448
Beaverton, OR 97075

COM 5
Contract No. 9427

Attn: Dennis V. Gilbert

Gentlemen:

Contract No. 9427 awarded to Ajax Electric Company for traffic signal installation on the Columbia River Highway at S.W. E. M. Watts Rd. and S.W. Maple Street in Scappoose was completed on March 3, 1983 and accepted by the State Highway Division on March 17, 1983.

Final payment in the amount of $1,288.02 will be released to the contractor after March 29, 1983. The total contract amount is $41,306.90 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn:ah
cc Ajax Electric Company
5940 N.E. 45th Ave.
Portland, OR 97218

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Ed Hardt

9427. C

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: March 17, 1983

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9427	On Site Work Substantially Completed	October 4, 1982
All Work Completed	March 3, 1983		
Project	Columbia River Hwy. @ SW E. M. Watts Rd. & SW Maple St. (Scappoose)		
Highway	Columbia River		
County	Columbia		
Type of Work	Traffic Signal Installation		
Contractor	Ajax Electric Co.		

WES:RDC:mk

cc: C. T. Keasey
R. D. Church

Sent RW Gormsen

Surety letter written 3-24-83 AH

81-125-1307

9427 2-83 2W-2N

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: COL RIV HWY @ EM WATTS RD & MAPLE ST(SCAPPOOSE)

CONTRACT NO.: 9427

HIGHWAY: COLUMBIA RIVER

PREFIX NO. : 5-1002

COUNTY : COLUMBIA

F.A. NO. : F-1(17) & State

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMIFINAL	± %
	SUMMARY				
	BID ITEMS	$	41,721.00	41,018.88	- 2
	ANTICIPATED ITEMS	$	4,550.00	3,846.95	-15
	CONTINGENCIES	$	2,082.20	0.00	-100
	ENGINEERING	$	4,627.10	7,000.00	+51
	LIQUIDATED DAMAGES	$		0.00	
	TOTAL	$	52,980.30	51,965.83	- 2

All substantial changes were evaluated and olny those listed below meaningly affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

NONE

RECEIVED
FEB 1983
ROAD DESIGN SECTION
Adams
Sullivan
Action

9427 1-03 City

COLUMBIA RIVER HWY. @ S.W. E.M. WATTS ROAD &
S.W. MAPLE STREET(SCAPOOSE)

TRAFFIC SIGNAL INSTALLATION

COLUMBIA COUNTY

CONTRACT NO. 9427 NOVEMBER, 1982

NARRITIVE REPORT JERRY C. STREET

RECEIVED
Do Not Return To Originator
ROAD DESIGN Action

This project consisted of installing new traffic control signals at E.M. Watts Road intersection with Columbia River Highway and of re-installing existing Elm Street Pedestrian Crossing Signals at Maple Street intersection with Columbia River Highway. The new signal intersection at E.M. Watts Road involved installing 4 Signal Strain Poles, overhead meesenger span wires with attached traffic signal heads and push buttons. This was a fully actuated signal intersection controlled by loop detector wire actuations. This portion of the project was funded by Federal Funds. The existing pedestrian crossing signal at Elm Street was relocated to Maple Street with State Funds. This was done with the co-operation of the City of Scappoose who will pay the monthly utility power bill at each intersection.

The Contract was awarded to the low bidder, Ajax Electric Co. of Portland, Oregon, on February 23, 1982. The 220 Calendar Day Count commenced on March 6, 1982. The Contractor did not choose to work at the Site until metal strain pole were delivered for use and School was dismissed for the summer vacation. Both the Scappoose Grade and High Schools bordered along the westside of Columbia River Highway between E.M. Watts Road and Maple Street. The Contractor commenced work on June 11 and was able to erect all strain poles by June 21. The existing metal strain poles at Elm Street were transferred to Maple Street by June 25. The new pedestrian crossing signal at Maple Street was activated on July 1. The loop detector wires were installed in July and signal equipment was installed in early part of August for E.M. Watts Road intersection. The E.M. Watts Road signal was activated on August 26, 1982. Cleanup items were completed so that 2nd Notification was submitted on October 4, 1982, the 213th day of time limit.

Some of the Sub-Contractors and Material Suppliers involved in this project were as follows:

W.G. Moe & Sons Co. performed concrete work.
Concrete Coring Co. performed loop detector wire sawcutting and epoxy work.
St. Helens Paving was to preform AC Paving work.
Western Pacific Construction Materials supplied concrete for pole bases and sidewalk ramps.
Mercer Steel Co. supplied reinforcing steel for pole bases.

Signal & Control System supplied traffic signals, pedestrian signals, signal equipment and controller equipment. Ameron supplied anchor bolts and metal signal poles. Concrete Coring Co. used Hunts Process epoxy for loop detector wire protection.

Some interesting problems encountered during construction will be narrated as follows:

A. The Contract called for overlaying Asphalt Paving of E.M. Watts Road west of Intersection. About 10 tons of material was estimated to be placed at the location. This was to be done to insure that paving would be deep enough to allow for the installation of loop detector wires west of intersection. However, before our Contractor was ready to perform this work, the City of Scappoose paved E.M. Watts Road as part of routine road maintenance. There was no need to have our Contractor perform this work and Price Agreement No. 1 was drawn up to delete this work from the Contract. Better advance-planning of new construction work and routine maintenance work between the State and the Local jursidictions are needed to insure this conflict does not occur on future projects.

B. The existing Asphalt Walk between Elm Street and east side crossing of existing Pedestrian Signals was to be removed as extra work under this Contract. This was to be done to discourage people from jaywalking across Columbia River Highway at this location after Pedestrian Crossing signals were moved to new Maple Street location. This work was done under Price Agreement No. 2. Again, about this same time frame the City of Scappoose constructed a new Asphalt Walk along east side of Columbia River Highway on Railroad Right-of-way. Because of this work we could reduce the extent of Price Agreement No. 2 work. Though this work by the City did not create any serious problems, it was unexpected at the time and demonstrated poor coordination between the State and City work.

C. The Contractor continued to have problems installing epoxy around loop detector wires. Sub-Contractor, Concrete Coring Co., performed the work initially in July in light showery weather. They used Hunts HB No. 1360 epoxy material. It is mixed together in 2 equal parts. Concrete Coring has developed a hydraulic pump mixer which mixes epoxy together and deposits it in saw cut. The Contractor usually blows out saw cut with compressed air in front of epoxy installation to insure that joint is clean and dry. I visited the site on July 22 and discovered that from 10 to 20 percent of the epoxy had separated from pavement. Also, some of the epoxy was excessively soft and pliable. The separation

problem seemed to be greatest where Contractor had used too much epoxy and it flowed over the top of the sawcut and lapped over the pavement on each side. Also, if these areas were subjected to heavy traffic, there was a greater chance that the epoxy might have separated from pavement. Concrete Coring Co. returned to the site to remove defective epoxy and replace it with more Hunts Epoxy. There is some feeling that Hunts HB No. 1360 epoxy should be removed from the list of approved epoxy in the Special Provisions. I have observed that this epoxy is usually softer than other epoxies and remains much more pliable after 60 day curing period. The manufacturer contends tnat mixture would have to be proportion up to 30-70 percent to adversely affect properties. I have experienced some problems with all the epoxies noted in the Special Provisions and feel that now it may be more a Contractor problem than a material problem. Maybe we should require the epoxy supplier representative to be present at installation until this problem clears up and the Contractors get the proper training.

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: COLUMBIA RIVER HWY @ SW WATTS RD & SW MAPLE ST (SCAPPOOSE)		WEEK ENDING: January 15, 1983
		SECTION PREFIX: 005-1002
HIGHWAY: COLUMBIA RIVER		COUNTY: COLUMBIA
NAME OF JOB: Columbia R. Hwy @ Watts & Maple	KIND OF WORK: TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR: AJAX ELECTRIC COMPANY	CONTRACT NUMBER: 9427	FEDERAL AID PROJECT NUMBER: STATE & F-1(17)
DATE OF CONTRACT: FEBRUARY 4, 1982	DATE WORK STARTED: June 11, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED: 213
	SPECIFIED CALENDAR DAYS: 220	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 97
PROJECT AUTHORIZATION: $52,980.30		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $48,580.20	ENGINEERING AUTHORIZATION: $4,627.10	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $46,238.88	ENGINEERING COST TO DATE: $6,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5.4 %	PERCENT OF AUTHORIZATION 140 %	DATE PROJECT WAS COMPLETED: September 11, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	S.W. WATTS RD.				S.W. MAPLE ST.			
PORTION	CONDUIT FOOTING	POLES	WIRING	SIGNAL	CONDUIT FOOTING	POLES	WIRING	SIGNAL
PERCENT	100	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Cloudy	0		
MONDAY 10	Cloudy	0		
TUESDAY 11	Fair	0		
WEDNESDAY 12	Cloudy	0		
THURSDAY 13	Fair	0		
FRIDAY 14	Fair	0		
SATURDAY 15		0		

RECEIVED
JAN 17 1983
CONSTRUCTION SECTION

CE CAE FOE OCS SCS FED — OM CA LS TC FE EP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Jan 9 SUNDAY	No Activity
Jan 10 MONDAY	No Activity
Jan 11 TUESDAY	No Activity
Jan 12 WEDNESDAY	No Activity
Jan 13 THURSDAY	No Activity
Jan 14 FRIDAY	No Activity
Jan 15 SATURDAY	No Activity

REMARKS

PROJECT STATUS: Maple Street traffic signal activated on 07-01-82. E.M. Watts Road traffic signal activated on08-26-82.

ANTICIPATED NEXT WEEK: Submitt Semi-Final Estimate and 3rd Notification next week.

SIGNED Jerry C. Street LOCATION West Linn, Oregon

Jerry C. Street, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9427

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	State
MONTHLY TRANSACTION NO.	FEDERAL HIGHWAY ADMINISTRATION	Oregon
3-89		County: Columbia
	FEDERAL-AID PROJECT AGREEMENT	Project No.: F-1(17)
	3/4/82	

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Columbia River Highway at S.W. M. Watts Road

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-6-82	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 46,827.00	$ 41,292 00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D. H. Wilson

Assistant State Highway Engineer
(Title)

xxx For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by
Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon February 5, 1982

Federal Aid Project
No. F-1(17)

Columbia River Hwy. at S.W. E.M. Watts
Road and S.W. Maple St. (Scappoose)
Columbia River Highway
Columbia County

PROJECT AGREEMENT ESTIMATE

Type Code Y031
Traffic Signal (Columbia R. Hwy. at E.M. Watts Rd.)

Temporary Protection and Direction of Traffic	(56 %)	All Required	$ 1,256.08
Temporary Signs	60 Sq. Ft.	4.50	270.00
Temporary Barricades	2 Each	60.00	120.00
Flagmen	30 Hour	10.00	300.00
Class "C" Asphalt Concrete	10 Ton	67.00	670.00
Sidewalk Ramps	2 Each	463.50	927.00
Traffic Signal Installation, E.M. Watts Rd.	(100 %)	All Required	33,904.00
			$37,447.08

Anticipated Items

Permanent Pavement Striping	(67 %)	All Required	$ 1,200.00
State Furnished Software		All Required	500.00
Signal Controller Testing		All Required	1,750.00
			$ 3,450.00

SUBTOTAL	$40,897.08
Engineering	5,929.92
TOTAL	$46,827.00

Length of Project ---------- 0.00 mi.

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds
Signal at Watts Road	$ 46,827.00	$41,292.00	$ 5,535.00
TOTAL	$ 46,827.00	$41,292.00	$ 5,535.00

Group 1 86%; Group 9 14%
Contract No. 9427
Prefix: 5-1946A
Prefix: 5-1002

Columbia River Hwy. at S.W. Maple St. (Scappoose)
(nonparticipating - Local Work)

Traffic Signal (Columbia R. Hwy. at S.W. Maple St.)

Temporary Protection and Direction of Traffic	(44 %)	All Required	$ 986.92
Temporary Signs	51 Sq. Ft.	4.50	229.50
Temporary Barricades	2 Each	60.00	120.00
Flagmen	30 Hour	10.00	300.00
Sidewalk Ramps	1 Each	463.50	463.50
Traffic Signal Installation, Maple St.		All Required	2,174.00
			$ 4,273.92

Anticipated Items

Permanent Pavement Striping	(33 %)	All Required	$ 600.00
Obliterate A.C. Walk		All Required	500.00
			$ 1,100.00
		SUBTOTAL	$ 5,373.92
		Engineering	779.08
		TOTAL	$ 6,153.00

February 2, 1982

ACC

Martin J. Benwick
Superintendent of Public Works
City of Scappoose
City Hall
Scappoose, Oregon 97056

Dear Mr. Benwick:

On January 28, 1982 we received a satisfactory bid from Ajax Electric Company, Inc., 5940 Northeast 45th, Portland, Oregon 97218 for the traffic signal relocation project on the Lower Columbia River Highway at Maple Street.

As described in our Agreement No. 4730, we anticipate the financial sharing of the project cost will be:

Contractor's Bid		$4,273.90
Anticipated Additional Items:		
Obliterate A.C. Walk	$500.00	
Permanent Pavement Striping	600.00	$1,100.00
		$5,373.90
Subtotal		241.80
4 1/2% Contingencies		537.40
10% Engineering		$6,153.10
Estimated Total Cost		

CITY SHARE: 66 2/3% of $6,153.10 = $4,102.10

Rec'd chk 2-23-81 per Faye Pitts, Acctg. KEH

We will award the contract when we receive your advance deposit in the amount of $4,100.00, which should arrive not later than February 19, 1982.

On the attached sheet we have described three options for making your advance deposit. Please use the option of your choice.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 82-5: Jon Rose, Metro
Vern Skoog - Please return completed AD # 82-5 when advance deposit is received.

Section Watts Rd. & S.W. Maple St. (Scappoose) Programming Estimate $ 15,~

Highway Columbia River Project Length —

County Columbia Completion Time 220 CD

Kind of Work Traffic Signals Est. Comp. Date Oct. 6, '82

Prefix 005-1946A Letting Date Jan 28, '82 Project No. F-1(17) + STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 61,138.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,800	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Software	500	
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing	1,750	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
obliterate A.C. Walk	500	
Adjust Utilities		
		$ 4,550.00 ~~4,050.00~~

STATE

Subtotal $ 65,688.00 ~~65,188.00~~

Contingencies (4-1/2%) . . . . 2,955.96 ~~2,933.46~~

Engineering (~~8~~, ~~9~~, (10%)) . . . . 6,568.80 ~~6,518.80~~

~~Subtotal~~ $

Credit for _____

Estimated Net Authorization, Construction . . . . $ ~~74,640.26~~ 75,212.76

APPROVED

J. H. Peterson
Road Design Engineer
12-7-81

APPROVED
FINAL DESIGN ENGR.

Rev. 11/81

Section Columbia River Hwy. at S.W. E.M. Watts Rd. & S.W. Maple St. (Scappoose) Programming Estimate $ 75,100

Highway Columbia River Project Length —

County Columbia Completion Time 220 CD

Kind of Work Traffic Signals Est. Comp. Date Oct. 6, '82

Prefix 005-1946A Letting Date Jan 28, '82 Project No. F-1(17)

ESTIMATED CONSTRUCTION AUTHORIZATION

	EMWATTS	MAPLE ST
	52,427	8711
Estimated Contract Amount . . . . $ 61,138 00		
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping . . . 1200 WATTS 600 MAPLE 1,800	3450	600
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished Software . . . . . 500 - Watts		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment.		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing . . . . . 1,750 - Watts		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
_____		
_____		
Adjust Utilities		
_____		
_____		
_____		
$ 4,050 00		
	55,877	9311
Subtotal $	65,188 00	
Contingencies (4-1/2%)	2,933 46	419
Engineering (~~8~~, ~~9~~, (10%)).	6,518 80	931
~~Subtotal~~ $		
Credit for _____		
Estimated Net Authorization, Construction . . . . . $	74,640 26	10,668

APPROVED

A. H. Tenberg
Road Design Engineer

APPROVED
FINAL DESIGN ENGR.

CC Jon Rose
1/3 state
2/3 city

S U M M A R Y

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	
			E.M. WATTS RD.	MAPLE ST.
Temporary Protection And Direction Of Traffic	All	All	$617 56%	$465 44%
Temporary Signs	Sq. Ft.	111	360 60	306 51
Temporary Barricades	Each	4	250 2	250 2
Flagmen	Hour	60	720 30	720 30
Class "C" Asphalt Concrete	Ton	10	1000 10	
Sidewalk Ramps	Each	3	800 2	400 1
Traffic Signal Installation, E.M. Watts Rd.	All	All	100%	
Traffic Signal Installation, Maple St.	All	All	48680	6550 100%
			$52,427	8711

SUMMARY-BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section ~~Lower~~ Columbia River Hwy. at S.W. E.M. Watts Rd. & S.W. Maple St. (Scappoose)	County Columbia	Sheet 1 of 1	
Kind of Work Traffic Signal Installation	Length —	Date Nov. 18, '81	Name BRICHER

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and					
	Direction of Traffic		All	All	-	1,102-
2	Temporary Signs		Sq. Ft.	111	6-	666-
3	Temporary Barricades		Each	4	125-	500-
4	Flagmen		Hour	60	24-	1,440-
5	Class "C" Asphalt Concrete		Ton	10	100-	1,000-
6	Sidewalk Ramps		Each	3	400-	1,200-
7	Traffic Signal Installation,					
	E.M. Watts Rd.		All	All	-	48,680-
8	Traffic Signal Installation,					
	Maple St.		All	All	-	6,550-

734-1736 (8-81)

9427

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-6-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-1(17)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Columbia
	5. ITEM NO. 10056	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1/6/82	Primary 1	Primary 2W

10. GENERAL LOCATION:

Columbia River Highway at SW E.M. Watts Road and SW Maple Street (Scappoose) Section

11. GENERAL DESCRIPTION OF WORK

Traffic signal (Topics)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW:

- [•] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)*

Permanent Pavement Striping S.F. $1,200
State Furnished Software $500
Signal Controller Testing $1,750

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1/4/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $63,980 Federal Funds $56,417.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JAN 13 '82
RETURN TO
FOR
FILE

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/6/82	D K Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Oregon State Highway Division
Salem, Oregon December 14, 1981

Federal Aid Project
No. F- 1 (17)

Columbia River Hwy. at S.W. E.M. Watts
Road and S.W. Maple St. (Scappoose)
Columbia River Highway
Columbia County

REVISED PS&E ESTIMATE

Type Code Y031
Traffic Signal (Columbia R. Hwy. at E.M. Watts Rd.)

Temporary Protection and Direction of Traffic	(56 %)	All Required	$	617.12
Temporary Signs	60 Sq. Ft.	6.00		360.00
Temporary Barricades	2 Each	125.00		250.00
Flagmen	30 Hour	24.00		720.00
Class "C" Asphalt Concrete	10 Ton	100.00		1,000.00
Sidewalk Ramps	2 Each	400.00		800.00
Traffic Signal Installation, E.M. Watts Rd.	(100 %)	All Required		48,680.00
			$	52,427.12

Anticipated Items

Permanent Pavement Striping	(67 %)	All Required	$	1,200.00
State Furnished Software		All Required		500.00
Signal Controller Testing		All Required		1,750.00
			$	3,450.00
		SUBTOTAL	$	55,877.12
		Engineering		8,102.88
		TOTAL	$	63,980.00

Length of Project ---------- 0.00 mi.

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds
Signal at Watts Road	$63,980.00	$56,417.00	$7,563.00

Group 1 86%; Group 9 14%
Contract No.
Prefix: 5-1946A
Prefix: 5-10

COLUMBIA RIVER HWY. AT S.W. MAPLE ST. (SCAPPOOSE)
(Nonparticipating-Local Work)
Traffic Signal (Columbia R. Hwy. at S.W. Maple St.)

Temporary Protection and Direction of Traffic	(44 %)	All Required	$ 484.88	986.90
Temporary Signs	51 Sq. Ft.	6.00 450	306.00	229.50
Temporary Barricades	2 Each	125.00 60	250.00	120.00
Flagmen	30 Hour	24.00 10	720.00	300.00
Sidewalk Ramps	1 Each	400.00	400.00	463.50
Traffic Signal Installation, Maple St.		All Required	6,550.00	2174.00
			$8,710.88	4273.90

Anticipated Items

Permanent Pavement Striping	(33 %)	All Required	$ 600.00	
Sidewalk removal			500.00	

OREGON STATE HIGHWAY DIVISION

TO: 1-16 #0025-1946
Jon Rose

SUBJECT: Traffic Signals
Lower Col. R: Hwy 30 & E.M. Watts Rd.
& signals to SP
City of Scappoose
Columbia County

FROM:
Curt Kimball

DATE: 12-7-81

Attached, one set of signature preliminary plans with letters from the city of Scappoose and one set of reviewed preliminary plans with comments in red. Dwg. No. 8225.

Curtis H. Kimball

12-7-81

Buz Swan

Here are 2 sets of plans for the Hwy 30 signal at Maple & E.M. Watts in Scappoose, approved by local officials and with comments by Metro Staff. Please distribute as appropriate.

Jon Rose

(SIGNATURE)

PLEASE REPLY HERE

TRAFFIC MANAGEMENT BRANCH
ACTION ☐ INFO ☐ STE ☐
FILE ☐ RE ☐ PRE ☑
DEC 3 1981
REFERRED TO _____
FOR _____

CC: _____ (SIGNATURE) FILE: PM FA (SITE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED. LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY. DETACHING SHEETS. RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

CITY OF SCAPPOOSE
P.O. DRAWER "P"
SCAPPOOSE, OREGON 97056
(503) 543-7146

December 1, 1981

Mr. Jon Rose
Federal Aid Specialist
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

SUBJECT: Review and Approval
Lower Columbia River Highway and
EM Watts & Maple

Dear Sir:

The preliminary plans have been reviewed and approved by the following:

Mr. Bob Young representing Portland General Electric
Mr. Tom Pankalla representing both Telephone Utilities, Inc., and Rose Valley Telephone Co.
Lark L. Shipman and Paul Jolly representing Pacific Northwest Bell
Robert Hunt, Columbia County Commissioner
Scott Palmer representing Northwest Natural Gas Co.
Martin J. Renwick Superintendent of Public Works, City of Scappoose

All of the above reviewed the plans thoroughly and could find no problems. I am enclosing letters from Mr. Renwick and Commissioner Hunt which affirm their approval along with duly executed preliminary copy of the signal plan.

If you have any questions, please do not hesitate to let me know. Thank you for your courtesies in this signalization.

MA PDM PDE FFM SPC
ODOT - METRO

DEC 0 2 1981

BM PAR PPC FILE T/A

Very truly yours,

CITY OF SCAPPOOSE

Evelyn J. Hudson

Evelyn J. Hudson
Recorder-Treasurer

CITY OF SCAPPOOSE
P.O. DRAWER "P"
SCAPPOOSE, OREGON 97056
(503) 543-7146

November 30, 1981

Department of Transportation
9002 SE McLoughlin Blvd.
Portland, Oregon 97222

Attention: Mr. Ted Inloes

Subject: Signalization at intersection of EM Watts and US 30

Gentlemen:

I have reviewed the plans as submitted for signalization of the intersection at EM Watts and Highway 30 as well as plans for the relocation of the pedestrian signal to the intersection of Maple St. and Highway 30.

I can see no area where placement of lines will conflict with the existing water utilities. The plans do show a 8" water line on the north side of SW Maple Street. This water line is in fact on the south side.

If you have any questions, please feel free to contact me.

Very truly yours,

CITY OF SCAPPOOSE

Martin J. Renwick

Martin J. Renwick
Superintendent of Public Works

MJR

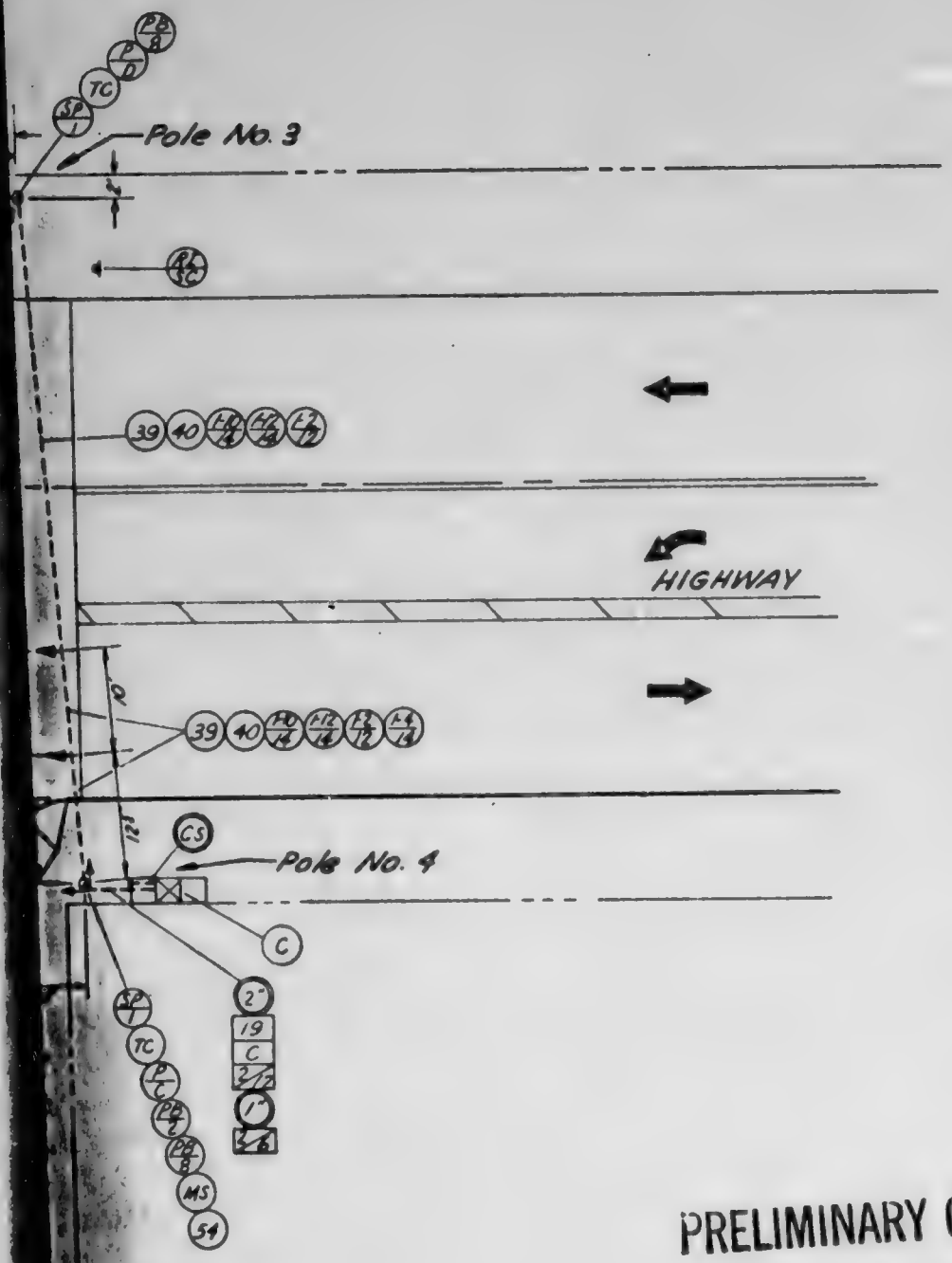
MA PDM PDE FFM SPC
ODOT - METRO

DEC 0 2 1981

BM PAR PPC FILE T/A

SIGNAL PLAN
LOWER COLUMBIA RIVER HWY. AT S.W. E

SCALE: 0 10 20



LEGEND

EX/T	Existing power pole (Power source)
C	Install model 170 controller in type 332 cabinet - Field locate
MS	Install 120 volt meter base
54	Install service cabinet with one 40 amp SPST breaker
SP/T	Install type (T) signal strain pole
TC	Install terminal cabinet
39	Install 3/8 inch galv. messenger cable
40	Install 1/4 inch galv. tether cable
S	Install (S) inch electrical conduit
CS	Install 2 inch electrical conduit stub. Cap both ends
N	Install (N) number 14 type THWN wires
N/G	Install (N) number (G) type TW wires
C	Install one number 6 type THWN wire (Signal system common)
V/PH	Install phase (Ph) vehicle signal
PV/PH	Install phase (Ph) programmed vehicle signal
P/T	Install type (T) modified pedestrian signal
PB/PH	Install phase (Ph) pedestrian pushbutton with instruction sign
OS/2L	Install interior illuminated "LEFT TURN SIGNAL" sign
OS/4	Install interior illuminated left and right arrow sign
SW	Remove existing curb and walk. Construct sidewalk ramps - 2 (Total)
RI/S1	Reinstall salvaged school crossing (S2-1) sign - See T.E. 8225

Ph = Phase shown — S = Size shown

N = Number shown — 423-12" R, 8" Y, 8" G

G = AWG wire size — 458-12" R, 12" Y, 12" G/TA

T = Type shown — 456-12"R, 12" Y, 12"G

X/N/G — Install (x)-(N) Wire Number (G) Control Cable

X = Number of cables

PRELIMINARY COPY

NOV 6 1981

SUBJECT TO MUTUAL REVIEW

Elizabeth E. Howell

CITY APPROVAL

12/1/81

DATE

APPROVED:

11/4/81

DATE

DESIGNED BY .....

CHECKED BY WL

TRAFFIC SIGNAL INSTALLA
LOWER COLUMBIA RIVER HWY. AT S.W. E
& S.W. MAPLE ST. (SCAPPOOSE
LOWER COLUMBIA RIVER HIGH
COLUMBIA COUNTY

October 1981

ACCOMPANIED BY DWGS 1470, 1471, 1472, 1473, 1488, 1489, 2990, 2991, 35009, 35010, 9224 & 8225

E

9427

4

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

PRO 6-2

November 30, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10056
Project No. F-1(17)
Col. Riv. Hwy. @ SW EM. Watts Rd. &
SW Maple St. (Scappoose) Sec.
Columbia County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on January 28, 1982.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bkc
Attachments

cc: R.N. Bothman (Metro)
Ed Hardt (Region 1)
Jon Rose (Metro)
Judy Smith (Metro)
General Files

Form 734-2122

9427

October 6, 1981

City of Scappoose
City Hall
Scappoose, OR 97056

AGR

Attention: Evelyn Hudson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4730

Gentlemen:

Attached for your records is a fully executed copy of an agreement to move an existing traffic signal on the Lower Columbia River Highway from Elm Avenue to Maple Street in Columbia County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

7427

2N W

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: September 22, 1981

FROM: Lyle K. Watson
Lyle K. Watson
Acting Final Design Engineer

SUBJECT: Project Name Change

The letter dated September 14, 1981 (copy enclosed) changing the name from "Scappoose Section (Corridor)" to "Columbia River Highway at S.W. E. M. Watts Road and S.W. Maple Street (Scappoose) Section", is cancelled.

There are two projects in this section and the correct project names and prefixes are:

Scappoose Section
Lower Columbia River Highway
Columbia County
Prefix 005-1946

and

Lower Columbia River Highway at E. M. Watts
and S.W. Maple Street (Scappoose) Section
Lower Columbia River Highway
Columbia County
Prefix 005-1946A

LKW:ja

Enc.

cc Region
Environment
Project Management
Structures
Right-of-Way
Road Design
Traffic
Location

Tom
ob

1 Versteeg ✓
2 Anderson
3 Christensen
4 Olson
5 Sullivan
Terpin
6 Trout
7 Wakerlig

RECEIVED
SEP 22 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring by
Action

9427

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

July 20, 1981

The Honorable Elizabeth E. Huser
Mayor of Scappoose
PO Drawer P
Scappoose, OR 97056

The Department of Transportation informs me that they are planning to install a traffic signal at the intersection of US30 and E.M. Watts Road. In addition, they are moving the existing pedestrian signal from the intersection of US30 at Elm Street to Maple Street in Scappoose.

They plan to do the necessary field survey this summer and award a contract for the installation the latter part of this year.

The Highway Division Region Office in Milwaukie will contact your city officials in the immediate future concerning the pedestrian signal that you want moved. If any additional information is required, I suggest that you call E.L. Hardt, the Highway Division Region Engineer in Milwaukie, telephone 653-3090.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bc: Highway

RECEIVED
STATE HWY ENGR
JUL 29 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DOT —

(x) 1

624

OR 624-03

Mile 626

CITY OF SCAPPOOSE
P.O. DRAWER "P"
SCAPPOOSE, OREGON 97056
(503) 543-7146

June 19 1981

RECEIVED
JUL - 9 1981
Governor's Office

PLEASE RETURN
ORIGINAL LETTER

03076

Please prepare a response
for the Governor's signature
by 7-22
Thank you.

Honorable Bob Packwood
United States Senator
141 Russell Senate Office Building
Washington, D.C. 20510

Dear Senator Packwood:

On behalf of the citizens of Scappoose, I would like to ask your assistance in expediting requested traffic signalization in our City.

We have asked the highway department to install a traffic light at the intersection of U.S. 30 and E.M. Watts and a pedestrian light at the intersection of U.S. 30 and Maple Street. We feel the safety of our children would be greatly enhanced if this could be accomplished prior to school starting in September, as well as our seniors who use this crossing on their way to the shopping district.

Your assistance in this matter would be most greatly appreciated.

Very truly yours,

CITY OF SCAPPOOSE

Elizabeth E. Huser

Elizabeth E. Huser
Mayor

EEH

RECEIVED
DOT DIRECTOR
JUL 14 '81
REFER TO
Bell

1-16-81
Ltr info
1/15 EEH in HSC's 1-7-81
R/D letter to mark
Dietfield for
Governor's
draft.

RECEIVED
DOT DIRECTOR
JUL 14 '81
REFER TO
FOR

GENERAL FILES

TRA 7-6

July 7, 1981

The Honorable Mark O. Hatfield
United States Senate
463 Russell Senate Office Bldg.
Washington, D.C. 20510

Dear Mark:

In response to your June 25 letter, we are planning to install a traffic signal at the intersection of U.S. 30 and E.M. Watts Road along with moving the existing pedestrian signal from the intersection of U.S. 30 at Elm Street to Maple Street in Scappoose.

We will do the necessary field survey this summer and award a contract for the signal installation the latter part of this year. With our current workload, this is as soon as we can practically schedule the signal work in Scappoose.

Our region office in Milwaukie will contact the City of Scappoose in the near future concerning the pedestrian signal which the City wants moved. We hope to include the work required to move the pedestrian signal in the signal installation contract for the E.M. Watts Road signal.

If you have any further questions or require additional information, please let us know.

Sincerely,

H. S. Coulter
State Highway Engineer

DH:rw md

bcc E. L. Hardt
L. E. George

MARK O. HATFIELD
OREGON

Room 107, Pioneer Courthouse
Portland, Oregon 97204

United States Senate

WASHINGTON, D.C. 20510

P.O. Box 732
475 Cottage, N.E.
Salem, Oregon 97308

June 25, 1981

Mr. H.S. Coulter
Highway Division
129 Transportation Building
Salem, Oregon 97310

Dear Scott:

Officials in the City of Scappoose have recently contacted me regarding their desire to expedite the installation of a traffic light at the intersection of U.S. 30 and E.M. Watts and a pedestrian light at the intersection of U.S. 30 and Maple. As you are probably aware, they are deeply concerned about the safety of school children and seniors who frequently use this intersection.

I realize funds are limited, but I hope that within this realm, your Department can be of assistance to the City of Scappoose. I certainly appreciate the opportunity to comment on this matter.

Please direct any correspondence to my Portland field office, 104 Pioneer Couthouse, Portland, Oregon 97204.

Kindest regards.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:a

RECEIVED
STATE HWY ENGR
JUN 29 '81
REFER TO George of Hart
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9427

GENERAL FILES

June 17, 1981

City of Scappoose
City Hall
Scappoose, OR 97056

AGR 4

Attention: Evelyn J. Hudson
City Recorder

MISC. CONTRACTS & AGREEMENTS No. 7359

Gentlemen:

Attached for your files is a fully executed copy of an agreement for installation, maintenance and power for traffic signals in Scappoose.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

jas
Enclosure

bc: Don Harwell (agreement attached)

9427.

L.

CITY OF SCAPPOOSE
P.O. DRAWER "P"
SCAPPOOSE, OREGON 97056
(503) 543-7146

May 21, 1981

Mr. Jon Rose, Federal Aid Specialist
Department of Transportation
Metropolitan Branch
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Rose:

We are returning two signed copies of the agreement covering maintenance and power consumption for traffic signals to be installed on Highway 30 at E.M. Watts Road, along with our Resolution No. 227, authorizing the signing of this agreement. Please return one signed copy for our files.

Due to the traffic problems and safety of children, we are asking that this light be installed prior to the start of school in September, along with moving the pedestrian walk from Elm St. to the intersection of Maple St., on Highway 30.

Your prompt attention to this matter will be greatly appreciated.

Very truly yours,

CITY OF SCAPPOOSE

Evelyn J. Hudson

Evelyn J. Hudson
Recorder-Treasurer

From Metro JON ROSE | Date

To BOB SWAN

(Program Mgmt.) Traffic Region 1

Comments: Scappoose lost the bound copies of the attached agreement but made and signed copies. This agreement is approved by the Metro Administrator. Please process.

Jon Rose

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JUN 2 1981
REFERRED TO _____
FOR _____

onday of Every Month at 8:00 P.M. FILE: PM FA LG.

9427

2W N
Scappoose

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

12-16-80

DATE

PREFIX

1 IDENTIFICATION

PROJECT NAME: Scappoose Section

HIGHWAY NAME: Lower Columbia River Highway

HIGHWAY NUMBER: 2W

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2A	Columbia	Scappoose

LENGTH	MILEPOST NUMBER			
0.8 mi.	20.25	TO	21.05	☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☒ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Between M.P. 20.25 and M.P. 20.75 widen the existing two lane facility to a four-lane section with turn refuge including curbs and a sidewalk/bikeway on the westerly side only. In addition, a signal will be required at the high school intersection at E.M. Watts Road.

Between M.P. 20.75 and 21.05, remove the existing curbs, sidewalk (lt. only), roadway surfacing, and then reconstruct.

1 Versteeg
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Travis
4 Wakerlig

RECEIVED
DEC 24 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring it
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1979 - 14,700	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS		
20-25	AASHTO	☐ LIGHT	☒ MEDIUM	☐ HEAVY

APPROVED
/s/ Frank E. Versteeg
Location Engineer
Date 12/16/80

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12' & 4 - 12'	4 - 12'
SHOULDERS	4' (partial)	2' shy rt. only
MEDIANS	20' (partial)	20'
PARKING LANES	8' (partial)	8' lt. only
SIDEWALKS	8' lt. only	8' lt. only
BIKEWAYS	No	* Combined with sidewalk
INTERCHANGES	No	No
OTHER:	1 signalized intersection	2 signalized intersections

* See Attached Letter

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination (in place)	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☒	☐	☐
Drainage	☐	☒	☐
River _____	☐	☒	☐
Stream _____	☒	☐	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☒	☐	☐
Right of Way	☒	☐	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.)	☐	☒	☐
Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement (FEIS appr. 6/2/79)	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing Design Hearing	☒	☐	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type All

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☒	☐	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☒	☐	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(4.0)	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS (design hearing)	( )	2.0
RIGHT-OF-WAY DESCRIPTIONS	( )	2
RIGHT-OF-WAY ACQUISITION	( )	12
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE _____ (Region) F. 3Q '84 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	115,000	125.800
RIGHT OF WAY	100,000	100.000
TRAFFIC CONTROL		45.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	2,283,000	2.283.000
OTHER _____		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	2,498,000	2.553.800

SUBMITTED BY _____

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: F I L E

DATE: December 3, 1980

FROM: Donald E. Shaffer
Bicycle Route Engineer

SUBJECT: Scappoose Section Typical Sections

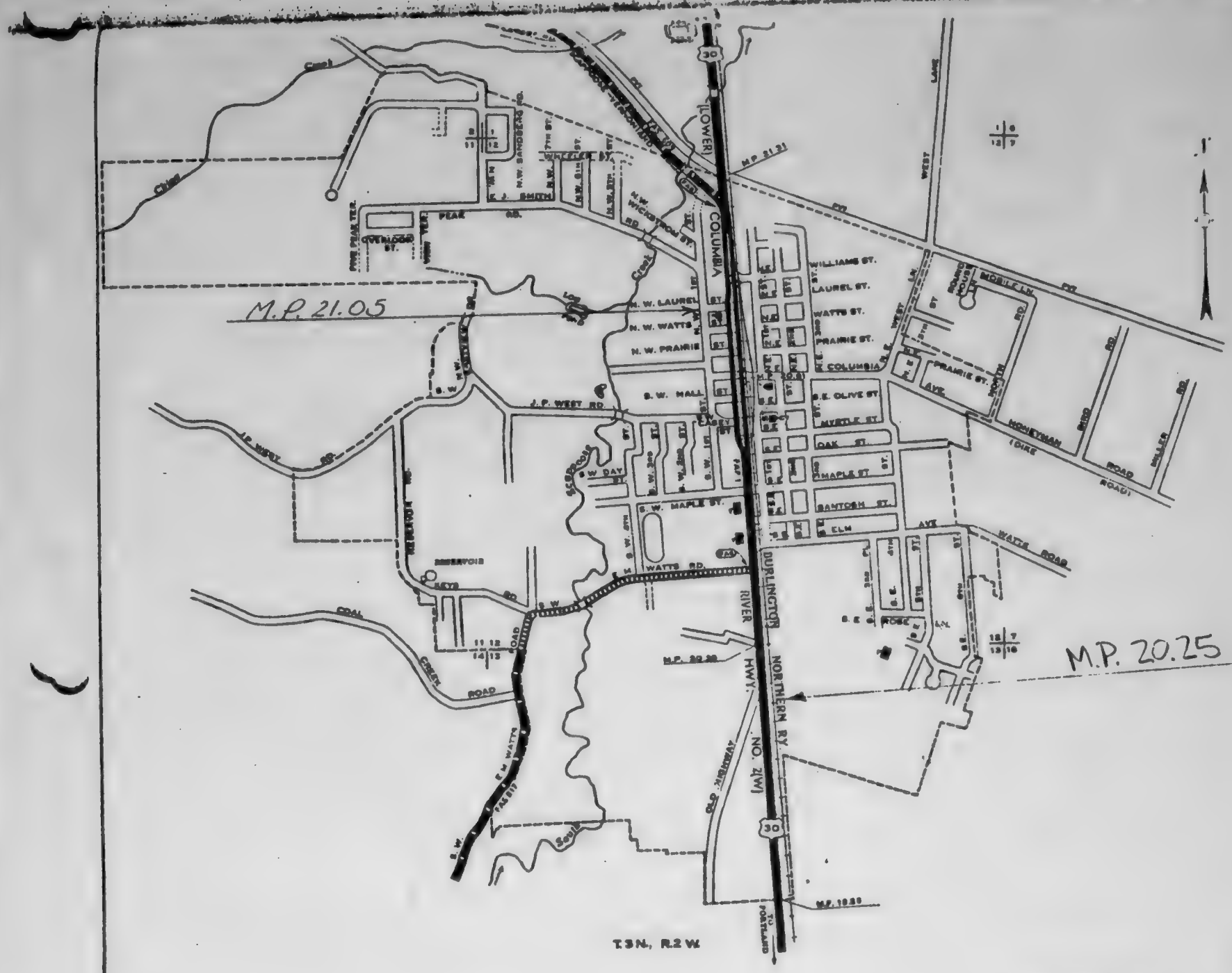
The median should be removed and the entire section re-allocated to a 14-foot left-turn, two 12-foot lanes, two 14-foot lanes, 6-foot bicycle lanes and a sidewalk of pedestrians.

If the raised median cannot be removed (poor choice) then the pavement on the railroad side should be widened to accommodate a 6-foot bicycle lane (4-inch minimum) and the parking eliminated on the west side to accommodate a bicycle lane.

In any event, the proposed sidewalk bicycle facility is not satisfactory.

DES:ge

Contains
Recycled
Materials



LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

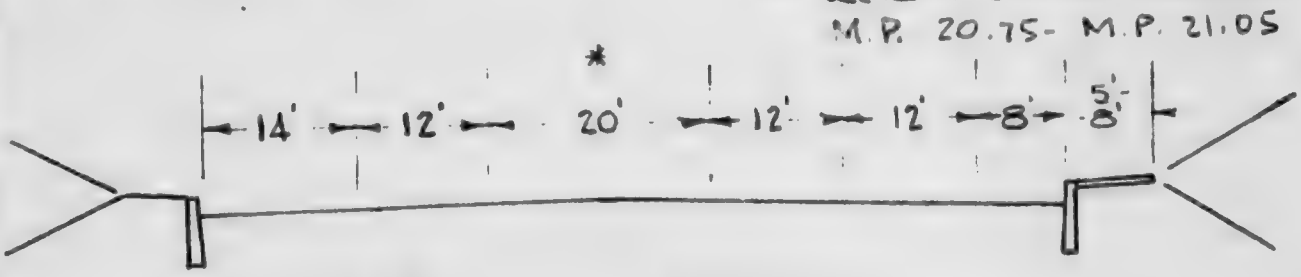
SCAPPOOSE

COLUMBIA COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

US DEPARTMENT OF TRANSPORTATION

* Retain Curbed Median
M.P. 20.75 - M.P. 21.05



TYPICAL SECTION

9427 9-12-80 2W

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 IDENTIFICATION

PROJECT NAME: Lower Columbia River Highway @ E.M. Watts Road

HIGHWAY NAME: Lower Columbia River

HIGHWAY NUMBER: 2W

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2A	Columbia	Scappoose

LENGTH	MILEPOST NUMBER		
0.1	20.5 TO	☐ RURAL	☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO — IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Install a three-phase signal at the intersection of the Lower Columbia River Highway at E.M. Watts Road in the City of Scappoose. Widen for left turn lane.

RETURNED TO: Gaudenmayer, Mann, Cole ✓, Watson, Eriksen, Dorn, Leu, Hager, Discuss, Do, File Copy, Due, Return, FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
SEP 0 3 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1978 - 14,700	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS		
30		☐ LIGHT	☒ MEDIUM	☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 9/18/80

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12' lanes	2 - 14' lanes
SHOULDERS	1 east (8') - curb west	
MEDIANS	None	1 - 12' left turn lane
PARKING LANES	1 west - 10'	
SIDEWALKS	west - 6'	
BIKEWAYS		2 - 6ft. Shldr. Bikeway
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☒
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☐	☒
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☐	☒
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Electrical

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY: APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY (if necessary)	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE _____ (Region) F 1Q '87 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

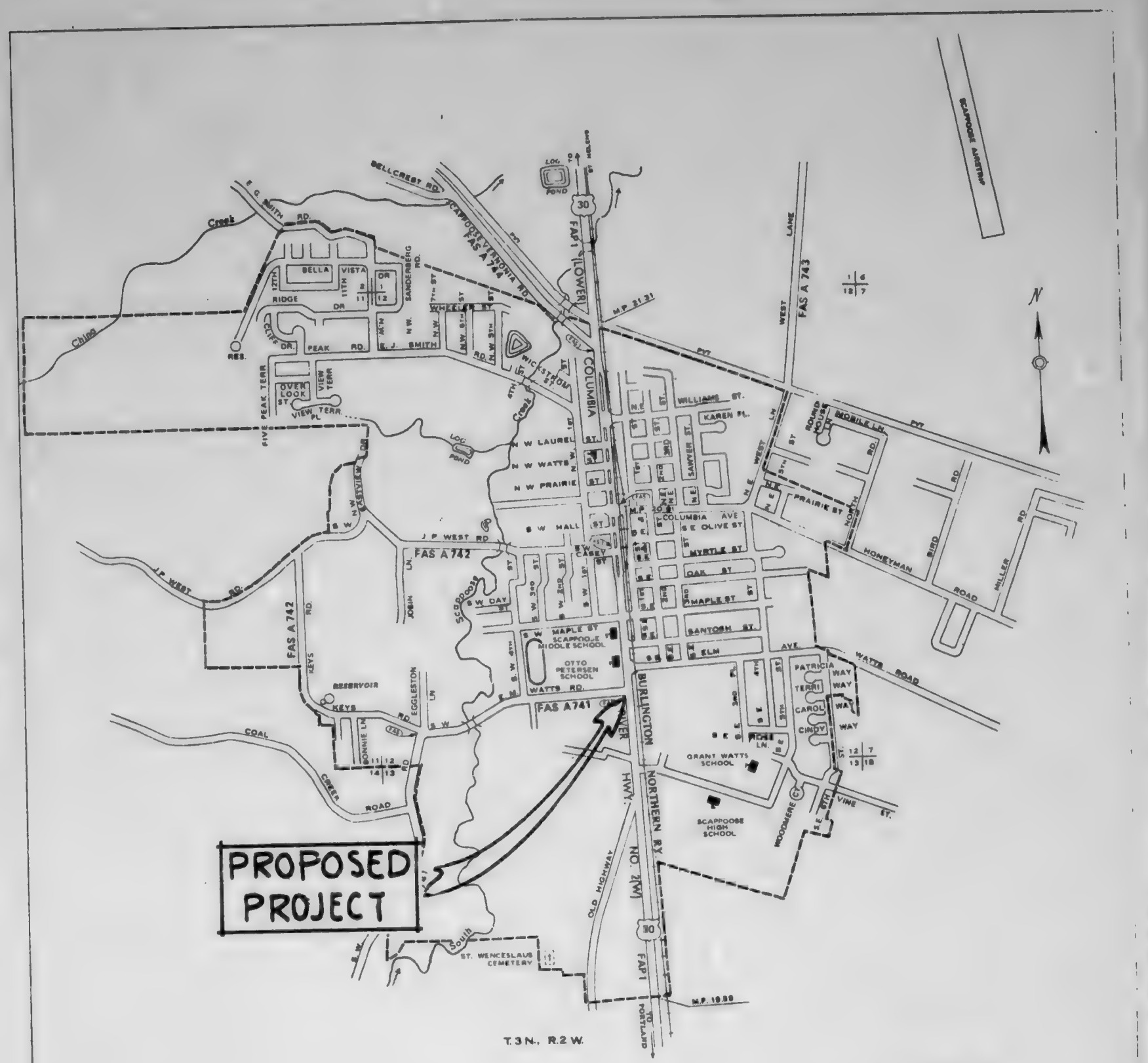
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	11,500	12.000
RIGHT OF WAY		
TRAFFIC CONTROL	65,000	65.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	20,000	20.000
OTHER _____		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	96,500	97.000

SUBMITTED BY _____


PROPOSED PROJECT
COLUMBIA
FAP 1
FAS A 743
FAS A 742
FAS A 741
FAS A 744
BELLCREST RD.
E. G. SMITH RD.
Creek
BELLA VISTA
RIDGE DR.
SANDERBERG RD.
PEAK RD.
F. J. SMITH
RES.
FIVE PEAK TERR
OVER LOOK ST
VIEW TERR
VIEW TERR PL
WICKSTROM ST
N.W. 6TH
N.W. 5TH
N.W. 4TH
N.W. 3RD
N.W. 2ND
N.W. 1ST
N W LAUREL
N W WATTS
N W PRAIRIE
WILLIAMS ST.
KAREN PL.
SAWYER ST
ROUND HOUSE LN
MOBILE LN.
PRAIRIE ST
N.E. 3RD
N.E. 2ND
N.E. 1ST
WEST LANE
NORTH RD.
HONEYMAN ROAD
BIRD RD.
MILLER RD.
COLUMBIA AVE
S E OLIVE ST
MYRTLE ST
OAK ST
MAPLE ST
SANTOSH ST
ELM AVE.
WATTS ROAD
PATRICIA TERR
WAY
CAROL
CINDY
S.E. 4TH
S.E. 5TH
S.E. 6TH
S.E. 7TH
S.E. 8TH
S.E. 9TH
S.E. 10TH
S.E. 11TH
S.E. 12TH
S.E. 13TH
S.E. 14TH
S.E. 15TH
S.E. 16TH
S.E. 17TH
S.E. 18TH
S.E. 19TH
S.E. 20TH
S.E. 21ST
S.E. 22ND
S.E. 23RD
S.E. 24TH
S.E. 25TH
S.E. 26TH
S.E. 27TH
S.E. 28TH
S.E. 29TH
S.E. 30TH
S.E. 31ST
S.E. 32ND
S.E. 33RD
S.E. 34TH
S.E. 35TH
S.E. 36TH
S.E. 37TH
S.E. 38TH
S.E. 39TH
S.E. 40TH
S.E. 41ST
S.E. 42ND
S.E. 43RD
S.E.

9427

STATE OF OREGON

INTEROFFICE MEMO

ODOT - Traffic DEPT. 378-6537 TELEPHONE

TO: E. L. Hardt
Region 1 Engineer

DATE: January 25, 1979

FROM: L. E. George
Traffic Engineer

NOTED
H. S. COULTER

SUBJECT: Possible Signalization
Lower Columbia River Highway
Scappoose High School Entrance
and E. M. Watts Road
Scappoose
US30 - Hwy. No. 2W
MP 20.38 and MP 20.53

The report on the two subject intersections prepared by Mr. Failmezger has been reviewed by this office.

The signal at E. M. Watts Road will be added to the priority list of signals awaiting funds, with a weighted value of 10, effective January 18, 1979.

The signal at the high school access does not meet any warrants at this time. This is due to several factors, such as students ages, 81 percent noon non-school connected crossings of US30, the accident experience, etc.

If at some later date a further study shows a warrant is met, signalization can again be considered. At that time, a decision can also be made as to who will fund any such installation.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

GLC:mac
cc: H. S. Coulter

RECEIVED
STATE HWY ENGR
JAN 25 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

1982 Marion County Pavement Marking Proj. No. 2 on various county roads. 9428

C+A 7552 10/7/81

STATE COPY

kke cc: OSHD (C ter)

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Marion	Oregon

DATE OF REPORT	REPORT MADE BY		PROJECT NO.
7/26/84	W.H. Kappus, Area Engineer		PMS-000S(110)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
5/7/82	12/22/82	44 %	180 CD

LOCATION

Various Locations Throughout Marion County

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

This project provided for the placing of delineators, pavement markings and reflective buttons on roads throughout Marion County.

The final project cost overran the original authorization by approximately 30%. Most of this overrun resulted from a decision made during the contract to increase the number of type 2 delineators by 60%.

Settlement of a contract claim concerning removal of old legends accounted for approximately 18% of the overruns.

A final inspection of the completed work was made June 4, 1984.

RECEIVED
STATE HWY ENGR
AUG 6 '84
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED			ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION		
SIGNATURE	Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE	Original Signed by G. K. HOSSNER Field Operation Engineer	
W. H. Kappus			G. K. Hossner		
TITLE		DATE	TITLE		DATE
Area Engineer		8/2/84	Field Operations Engineer		8/3/84

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

Orig to Fredrickson

9428

STATE COPY B

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 2-82		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Marion
MODIFICATION NUMBER 2	2-11-83	Project Number PMS-000S(110)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 3 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$183,400.00	$ 190,900.00
Federal funds	$183,400.00	$ 190,900.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11th day of February , 19 83 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Acting Project Section Manager
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon February 8, 1983

Federal-Aid Project
No. PMS-000S(110)

Marion County Pavement Marking Project #2
Various Marion County Roads

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 5,400.00

Type Code Y103
Pavement Markers (Countywide)

Subtotal of previous estimate April 20, 1982		$ 160,258.00

Additional Items

Contractors Claim (P.A. #1) Removal of Old Lengends	All Required	$ 7,212.65
	Increase	7,212.65
	SUBTOTAL	$ 167,470.65
	Engineering	18,029.35
	TOTAL	$ 185,500.00

Length of Project ---------- 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 5,400.00	$ 5,400.00
Pavement Markings	185,500.00	185,500.00
TOTAL	$190,900.00	$190,900.00

Group 1 100%
Contract No. 9428
Prefix: 224-1994
Prefix: 224-1073

9428

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 5-12		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Marion
MODIFICATION NUMBER 1	4 22 82	Project Number PMS-000S(110)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 3, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 141,655.00	$ 183,400.00
Federal funds	$ 141,655.00	$ 183,400.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of April, 19 82.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GenFile

Oregon State Highway Division
Salem, Oregon April 20, 1982

Federal-Aid Project
No. PMS-000S(110)

Marion County Pavement Marking Project #2
Various Marion County Roads

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$ 5,400.00

Type Code Y103
Pavement Markers (Countywide)

Subtotal of previous estimate February 5, 1982			$120,049.00
Previous Estimate			
Delineators, Type 2	5,032 each	13.00	$ 65,416.00
Revised Estimate			
Delineators, Type 2	8,125 each	13.00	$105,625.00
		Increase	$ 40,209.00
		Subtotal	160,258.00
		Engineering	17,742.00
		TOTAL	$178,000.00

Length of Project ---------- 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 5,400.00	$ 5,400.00
Pavement Markings	178,000.00	178,000.00
TOTAL	$183,400.00	$183,400.00

Group 1	100%
Contract No.	9428
Prefix:	224-1994
Prefix:	224-1073

9428

STATE COPY

L

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO.		Oregon
3-79	FEDERAL-AID PROJECT AGREEMENT	County
		Marion
	3/3/82	Project No.
		PNS-000S(110)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Marion County Roads

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-6-82	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 141,655.00	$ 141,655.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon February 5, 1982

Federal Aid Project
No. PMS-000S(110)

Marion County Pavement Marking Project #2
Various Marion County Roads

PROJECT AGREEMENT ESTIMATE

Type Code P.E.

Preliminary Engineering		All Required	$ 5,400.00

Type Code Y103
Pavement Markers (Countywide)

Mobilization		All Required	$ 13,000.00
Temporary Protection and Direction of Traffic		All Required	4,000.00
Temporary Signs	160 Sq. Ft.	1.00	160.00
Temporary Barricades	4 Each	10.00	40.00
Flagmen	1,000 Hour	0.01	10.00
Delineators, Type 2	5,032 Each	13.00	65,416.00
Thermoplastic Pavement "RxR"s	10 Each	150.00	1,500.00
Thermoplastic Pavement "ONLYS"	34 Each	80.00	2,720.00
Thermoplastic Pavement "Arrows"	73 Each	25.00	1,825.00
4-inch Thermoplastic Pavement Line (Yellow)	500 Lin. Ft.	1.00	500.00
4-inch Thermoplastic Pavement Line (White)	120 Lin. Ft.	1.20	144.00
12-inch Thermoplastic Pavement Line	7,300 Lin. Ft.	1.20	8,760.00
18-inch Thermoplastic Pavement Line	144 Lin. Ft.	2.00	288.00
Bi-Directional Yellow Type I Markers	10,835 Each	2.00	21,670.00
White Type II Markers	8 Each	1.00	8.00
Yellow Type II Markers	8 Each	1.00	8.00
		SUBTOTAL	$120,049.00
		Engineering	16,206.00
		TOTAL	$136,255.00

Length of Project ---------- 0.00 mi.

SUMMARY OF FUNDS (100%)

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 5,400.00	$ 5,400.00
Pavement Markings	136,255.00	136,255.00
TOTAL	$141,655.00	$141,655.00

Group 1	100%
Contract No.	9428
Prefix:	224-1994
Prefix:	224-1073

9428

January 27, 1983

St. Paul Fire & Marine Insurance Co.
825 N.E. Multnomah, Suite 800
Portland, OR 97232

CON 5
#9428

Gentlemen or Ladies:

A post-final payment for $7,212.65 will be made to Select Contractors Inc., on Contract No. 9428 for the Marion County Pavement Marking Project No. 2 as soon as the warrant is prepared.

The total amount paid on this contract will be $166,676.57 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Select Contractors Inc.
3652 Hillcrest Avenue, S.E.
Seattle, WA 98116

Alexander & Alexander, Inc.
1414 IBM Building
Seattle, WA 98101

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9428

B

January 12, 1983

St. Paul Fire & Marine Insurance Co.
825 N.E. Multnomah, Suite 800
Portland, OR 97232

CON 5
#9428

Gentlemen or Ladies:

On December 28, 1982, we wrote to you concerning release of final payment on Contract No. 9428 awarded to Select Contractors Inc. for the Marion County Pavement Marking Project No. 2.

Final payment on this contract is $1,000 and the total contract amount is $159,463.92. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Select Contractors Inc.
3652 Hillcrest Avenue, S.E.
Seattle, WA 98116

Alexander & Alexander, Inc.
1414 IBM Building
Seattle, WA 98101

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9428

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MARION COUNTY PAVEMENT MARKING PROJECT # 2		WEEK ENDING: 10/30/82
		SECTION PREFIX: 224-1073
HIGHWAY: VARIOUS COUNTY ROADS		COUNTY: MARION
NAME OF JOB: MARION COUNTY PAVEMENT MARKING PROJ. # 2	KIND OF WORK: DELINEATORS, PAVEMENT MARKING	
CONTRACTOR: SELECT CONTRACTORS, INC.	CONTRACT NUMBER: 9428	FEDERAL AID PROJECT NUMBER: PMS-000S(110)
DATE OF CONTRACT: 2/4/82	DATE WORK STARTED: 3/1/82	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 180	WORK DAYS USED CALENDAR DAYS USED 79
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 44
PROJECT AUTHORIZATION $ 136,255.62	ENGINEERING AUTHORIZATION $ 15,804.41	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING $ 125,451.21	ENGINEERING COST TO DATE $ 15,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 125,451.21		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN -- %	PERCENT OF AUTHORIZATION 98 %	5-7-82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	PAV. MARKER	DELINEATORS	THERMOPLASTIC
----------	----------	----------	----------	----------	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO	N/A							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	**********			PROJECT COMPLETE
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				

RECEIVED
NOV 31982
CONSTRUCTION SECTION

CE, CAE, FOE, QCS, SCS, EDO, OM, CA, LE, TC, FE, CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED 5/7/82
FINAL INSPECTION 6/1/82
OLD PAVEMENT MARKING REMOVAL COMPLETED 8/27/82
3rd NOTIFICATION 10/4/82

LAST REPORT

SIGNED Warren E. Mueller LOCATION SALEM
WARREN E. MUELLER PROJ. MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9428

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.: PRO 4

DATE: April 9, 1982

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Marion County Pavement Marking Project #2
Various County Roads
Contract No. 9428

This federal-aid project is in need of an increase in project authorization. The final cost is expected to exceed that authorized by $42,731, or 31.4 percent.

The amount of delineation specified by the contract was determined to be inadequate and additional Type 2 Delineators were added to the work. The cost of the delineators, at the unit contract price, was $38,584.

Additional engineering expense was also incurred in determining the appropriate location of the delineators. The County provided this additional engineering at an estimated cost of $5,000.

It is recommended that the project authorization be increased by $42,731 to a new total of $178,986.62. All of the increase is eligible for federal participation.

This matter will be on the Consent Calendar for the April 20 meeting.

OBJ:WR:mk ji

bc: Fred Miller
Robert Gormsen
W. E. Schwartz
C. T. Keasey
D. H. Moehring
C. O. Fredrickson
V. E. Skoog
George Bell

734-1839

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: H. S. Coulter
State Highway Engineer

DATE: April 8, 1982

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Marion County Pavement Marking Project #2
Various County Roads
Contract No. 9428

Work on this federal-aid pavement marking project commenced March 1, 1982 and was approximately 67 percent complete as of April 1. It appears that the final project cost will exceed that authorized by an estimated $42,731, or 31.4 percent.

The original layout work performed by the County was in error and the error went undetected until after the bid opening. Changes in the number of delineators will increase the cost of the project by $38,584 at the unit contract price. The County has provided personnel for determining the locations for the delineators and this will increase the project engineering by an estimated $5,000. Changes in other pavement marking items will result in a reduction in project cost by an estimated $853.

All of the increased project cost is eligible for federal participation and sufficient funds are available in this federal-aid project classification.

A rough draft letter to the Transportation Commission requesting an increase of $42,731 is attached, as is an Expected Overrun of Project Authorization form.

OBJ:WR:mk

Attach.

cc: W. E. Schwartz
C. O. Fredrickson
Warren Mueller
Robert Church

81.125.1367

Contains Recycled Materials

9428

FEDERAL HIGHWAY ADMINISTRATION

1-6-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

PMS-000S(110)

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10195

2A. COUNTY NAME
Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1/6/82	Various Federal aid & Non Federal aid	Various County Roads

10. GENERAL LOCATION:
Marion County Pavement Marking Project No. 2

11. GENERAL DESCRIPTION OF WORK
Pavement Markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ XX CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's 1/4/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $248,600 Federal Funds.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
ST. TRAFFIC ENGR
Jul 13 '82
REFER TO:

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/6/82	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9428

October 7, 1981

Board of County Commissioners
Marion County
Courthouse
Salem, OR 97301

AGR

Attention: Edwin P. Morgan
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7532

Gentlemen:

Attached for your records is a fully executed copy of a Letter of Understanding covering Marion County Pavement Marking Project No. 2.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

MARION COUNTY
BOARD OF COMMISSIONERS

MISC. CONTRACTS AND
AGREEMENTS No. 1552

COURTHOUSE, SALEM, OREGON 97301

COMMISSIONERS
Harry Carson, Jr., Chairman
Gary Heer
Randall Franke

ADMINISTRATIVE OFFICER
Kent Budybush
TELEPHONE (503) 588-5212

LEGAL COUNSEL
Robert C. Cannon
TELEPHONE (503) 588-5220

Phillip O. Stearns
Region Federal Aid Engineer
Oregon Department of Transportation
Oregon State Highway Division
Region II - 2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

As requested in your letter of August 31, 1981, Letter of Understanding for the Pavement Marking Demonstration Project was approved in regular session of the Board of Commissioners, subject to specific qualifications set forth in this supplement thereto.

Paragraph 3 of the County stipulations requires County to contribute 100% of the difference between actual total cost of the project and the total Federal funds contributed to the project. In approving the agreement as written, County has an explicit understanding that State will perform stipulated project actions so that costs do not exceed available Federal funds and that, with the exception of minor cost adjustments not exceeding a total of $500, State shall obtain prior County approval of any commitment or obligation of County funds.

Three copies of signed Letter of Understanding are returned herewith.

Sincerely,

BOARD OF COMMISSIONERS

Harry Carson Jr.
Chairman

Gary Heer
Commissioner

Randall Franke
Commissioner

APPROVED:

Assistant Marion County
Legal Counsel

OK Schubert

JJG:lk
Attachments

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TO: H. S. Coulter
State Highway Engineer

DATE: July 29, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Pavement Marking Project

Marion County has requested a project to install thermoplastic pavement markings, raised pavement markers and roadside delineators on various county roads.

Installation will be by contract with State Forces performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds	Local Funds
County	Marion County Pavement Marking Project No. 2	$275,000	$275,000	0	0

The project has been investigated and is eligible for funding under the Title II Pavement Marking Demonstration Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

RHB:rw

APPROVED:

orig. to Governor
for his signature

State Highway Engineer

DATE: 7/30/81

GH28

9-28-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: PMS-000S(110)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division - Salem, OR

4. PROGRAM NO.:

5. ITEM NO.: 10195

2A. COUNTY NAME: Marion

6. TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, OR

7. DATE AUTHORIZATION EFFECTIVE: 9-28-81

8. FEDERAL ROUTE NUMBER: Various

9. STATE ROUTE NUMBER: Various

10. GENERAL LOCATION:

Marion County Pavement Marking Project No. 2

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $5,400 - Fed. funds $5,400
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 8-18-81.

(80% funds)

RECEIVED
STATE HWY ENGR
OCT 6 '81
REFER TO Moelmann
FOR
Issue | Invest | R/D | D/R | Sign | ✓ | File

Orig 10-6-81

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/28/81	G. K. Hammer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9428

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

August 18, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10195
Project No. PMS-000S(110)
Marion County Pavement Marking Project No. 2
Marion County

Attached data consists of PR-1 form with project map, Authority for Survey, lists with maps (showing locations of delineators, pavement marker, pavement markings, etc.) and Description of Procedure.

I request authorization to proceed with all phases of preliminary engineering work necessary to obtain PS&E approval at an estimated total cost of $5,400 with an obligation of $5,400 in Federal funds.

DRH:bkc
Attachments

cc: L.E. George
C.O. Fredrickson (Region 2)
General Files

Form 734-3122

1982 Chas. H. Reynolds, Baker 9429
Valley, Weatherby and Ontario
Safety Rest Areas. (Build. Imp.)

☆U.S. GOVERNMENT PRINTING OFFICE: 1978 — 732-685

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Union, Baker, & Malheur	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
11-10-83	David B. Carter, Area Engineer		I-84-6(2)267
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
10-7-82	5-6-83	224/120 = 187 %	120 CD
APPROVED EXTENSIONS	**LOCATION**		
104 CD	I-84 Rest Areas in Union, Baker, and Malheur Counties, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CHARLES H. REYNOLDS, BAKER VALLEY, WEATHERBY & ONTARIO SAFETY REST AREAS

UNION, BAKER, & MALHEUR COUNTIES
Building Improvements

This project provided for the remodeling of several safety rest area facilities to accommodate handicap usage.

The final cost of the original contract items was equal to the contract bid amount of $37,937 as all of the original contract items were lump sum amounts. The final cost of the project including all engineering and changes was $46,767.

A 104 day time extension was granted to the contractor by the Highway Division. Our May 23, 1983 response to the State indicated that this time extension was non-participating. The final estimate does list this time extension as non-participating.

All participating work has been completed.

RECEIVED
STATE HWY ENGR
NOV 16 '83
REFER TO
Keasey
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. HOSSNER Field Operations Engineer	
TITLE David B. Carter, Area Engr.	DATE 11-14-83	TITLE Field Operations Engineer	DATE 11/15/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9429

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-84-6(2)267, Contract 9429
Charles H. Reynolds, Baker Valley, Weatherby, and Ontario Safety Rest Areas
Time Extension Request (Mr. Jackmond's ltr, 4-11-83, CON 5)

Date: May 23, 1983

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed the April 11 request for our participation in a time extension on this project. This time extension would ultimately affect the plumbing subcontractor. Apparently the supplier to the subcontractor may have misled both the subcontractor and the Highway Division as to the availability of certain plumbing supplies.

It is unknown how a court may decide on this issue. As noted in Mr. Keasey's letter, the amount of liquidated damages versus the dollar amount of the work could be a significant factor. However, unless otherwise determined through the legal process, we feel that a contractor is responsible for obtaining the equipment, materials, supplies, and the subcontractors necessary for performance - except in those instances specifically stated in the contract documents. A contractor's recourse in an instance such as this project presents would then be through the legal process.

In summary, while we agree the conditions in this issue are unusual and that it may be "morally" proper to waive the liquidated damages, we feel we cannot participate in this time extension without an affirmative legal opinion.

We are returning this time extension to you as "nonparticipating."

for D. K. Hassmer
Dale E. Wilken

Attachment
Ltr, 4-11-83, OSHD to FHWA
(includes: Memo, 4-6-83, Asst Reg Engr to Const Engr;
Memo, 3-23-83, JAS to R D Hector)

NOTED
W. E. SCHWARTZ Orig 6/1

RECEIVED
STATE HWY ENGR
MAY 31 '83
REFER TO Keasey
FOR
Info | Invest | R/D | D/R | Sign | Act ✓ | File

Carroll - I think we should grant the time with or without Fed. participation. I believe they are wrong. WES

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: CON 5

DATE: April 11, 1983

TO: Dale E. Wilken, Division Administration
Federal Highway Administration

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Contract Time Extension Request
Charles H. Reynolds, Baker Valley, Weatherby and Ontario Safety Rest Areas
Contract No. 9429
FAP No. I-84-6(2)267

We have received a request for additional contract time from the contractor on behalf of his plumbing subcontractor. Contract time was exceeded by 104 calendar days for which we have withheld $6,630.00. The contract classified the plumbing items as "specialty items" and the prime contractor entered into a subcontract in the amount of $10,789.00 for plumbing work. All liquidated damages withheld have been passed on to the plumbing subcontractor due to late delivery of materials.

The circumstances causing the delay are described in the attached letter from William Anhorn.

A time extension would not be justified under the terms of our contract. However, it is my opinion that a court may very well rule that liquidated damages of $6,630.00 for $10,789.00 worth of work would be unjust enrichment and therefore unenforceable. We should not force the contractor or subcontractor to unnecessarily incur the cost of a lawsuit to find out what a court may say. Therefore, it is my recommendation, in the interest of fairness and equity, that the engineer waive the liquidated damages for this project.

Your consideration and participation is requested.

OBJ:mk

Attach.

RECEIVED
APR 11 '83
OREGON DIVISION

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
Construction Engineer

CE CAE FOE OCS SCS EEO OM LS TC FE CP

RECEIVED
APR 8 1983
CONSTRUCTION SECTION

DATE: April 6, 1983

SUBJECT: Extension of Time Request
Chas. H. Reynolds, Baker Valley, Weatherby and Ontario Safety Rest Areas
Union, Baker and Malheur Counties
Contract 9429
Douglas Coats

Submitted herewith for your consideration is a Time Extension Request to increase from 120 calendar days to 224 calendar days the number of workdays for the subject contract.

The purpose of this project was to provide improved access to four rest areas along I-84 for use by handicapped and elderly persons. The contract was awarded to Douglas Coats on 2/4/82 and was completed 10/7/82. $37,937 Contract amount.

Project Manager Schlieski's attached letter outlines the problems the plumbing subcontractor had in obtaining materials for this project. While the standard specifications speak to this issue, we feel their interpretation should be mitigated by considering the following:

1) The public was not inconvenienced nor did we incur increased engineering costs because of the delay.

2) This project was let during a period of difficult economic times where many companies were reducing inventories and requiring minimum order levels prior to production of non-standard items.

3) A local wholesaler, caught up in the tough economic times, purposely "mislead" both the plumbing subcontractor and our project manager as to the availability of the plumbing materials.

4) We probably share some degree of culpability in this matter for specifying some materials that we should have known were not readily available (i.e., the Kohler K-4312 ET toilet bowls).

5) The plumbing subcontractor diligently pursued the work as partial shipments of materials were received, even though it was less efficient and more costly for him to do so, than to wait until all materials had been received.

In summary, it appears to us that the late delivery of plumbing materials which delayed completion of the subject contract by 104 days was caused by circumstances beyond the control of contractor and his subcontractor. Further, we see no benefit to the public if we penalize a local craftsman $6630 for work items amounting to $10,789.

We recommend the time extension be granted.

William Anhorn
Assistant Region Engineer

vt
Enc.
cc: J. A. Schlieski

Time Extension Request

STATE OF OREGON ☐ RE ☐ RCE ☐ RME ☒ ROE INTEROFFICE MEMO

☐ RFA

MAR 24 1983

RECEIVED
REGION 5 OFFICE

TO: R. D. Hector

DATE: March 23, 1983

FROM: JAS

SUBJECT: Chas. H. Reynolds, Baker Valley, Weatherby, & Ontario SRAs
Old Oregon Trail
Union, Baker, & Malheur Counties
Contract 9429

"Extension of Time Request"

Attached find Contractor's Request for Increase in Number of Workdays to Complete Construction Contract along with several letters, copies from job diaries, and some material invoices.

The contract was awarded 2/4/82 with a specified completion in 120 calendar days. The project should have been completed about 6/4/82.

In reviewing the contractor's letter(s) it is noted that his request is based on a delay in shipment of plumbing materials, this usually is not a reason for an extension of time - however there are extenuating circumstances that need to be included in our review and recommendation.

There is a subcontract for the plumbing work. The subcontractor is a local contractor in La Grande who was dealing with a local wholesaler for his materials.

During the course of the project the subcontractor and this office checked with the wholesaler concerning the status of the material delivery. We repeatedly were advised that the manufacturer (Kohler) considered the items to be low production specialty items and there would not be a production run until July or August. I've attached copies of diary entries for several dates when the wholesaler (Miller Supply) was contacted. Rich McDaniel called Millers on 4/12 and I confirmed his call on 4/15. Rich called again on 5/3 and I confirmed his call on 5/4. Rich called again on 6/17 and was again advised by Miller Supply that items were a low production item and could not be obtained until there was a run, I confirmed this information on 6/18. 7/23 Rich called this office and advised me that Miller Supply had just told him the materials would be shipped shortly, I confirmed this information through Miller Supply. The wholesaler's position in this matter is further substantiated by their 12/9/82 letter attached. This letter was in answer to the subcontractor's request for help in justifying an extension of time request. The wholesaler still maintains that the problem is a production problem.

We did not learn of the true facts until late in the fall of 82 when we pressed the contractor for justification for a time extension. Then we heard reports of the wholesaler having financial problems which were verified in Kohler's letter of 1/21/82 attached.

When the facts were known it became obvious that the wholesaler had been misleading this office and the contractor. The subcontractor has since advised me that, had he known of the finanial problems he could have borrowed the money and dealt directly with Kohler.

In summation:

The contract was awarded 2/4/82. The contract amount was $37,937.

Subcontract initiated 3/5/82. The subcontract amount was $10,789.

Plumbing materials ordered 3/8/82 from Miller Supply. ✓

Miller Supply turned order into Kohler 3/10/82 their PO #820690011.

McDaniel contacted Miller Supply on 4/12, 5/3, 6/17, & 7/23.

This office contacted Miller Supply on 4/15, 5/4, 6/18, & 7/23.

The subcontractor's contract states that any liquidated damages that occur due to his portion of the work will be deducted from monies owed him. The liquidated damages total $6,630 - all of which have been deducted from the subcontractor's payments.

In my opinion since the contractor(s) were not aware of the financial problems of the wholesaler - the problem was beyond their control. There was no inconvenience to the public of any kind - the rest areas were always open and all the facilities available for use.

In recent discussions with the subcontractor I've learned that due to his inability to pay his suppliers, because monies owed him have been withheld by the prime contractor, his credit rating has dropped to zero. Orders will be shipped to him only if prepaid. I can see no benefit being derived by the public if this local contractor is forced out of business.

My recommendation is that we grant the time extension requested.

9429

May 11, 1983

United Pacific Insurance Co.
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9429

Gentlemen:

Contract No. 9429 awarded to Douglas S. Coats, Inc. for building improvements at the Chas. H. Reynolds, Baker Valley, Weatherby & Ontario Safety Rest Areas on the Old Oregon Trail in Union, Baker and Malheur Counties was completed on April 21, 1983, and accepted by the State Highway Division on May 6, 1983.

Final payment in the amount of $1,000.00 will be released to the contractor after May 16, 1983. The total contract amount is $40,667.00 and no work was performed under force account.

You have been advised previously that a claim has been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97708

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert D. Hector

9429

April 12, 1983

CON

Douglas S. Coats, Inc.
P. O. Box 311
Bend, Oregon 97701

Time Extension Request
Charles M. Reynolds, Baker Valley,
Weatherby and Ontario Safety Rest Areas
Contract No. 9429
FAP No. I-84-6(2)267

Your request for additional contract time in which to complete the above project has been carefully reviewed. The reasons for additional contract time given are not considered bona fide causes for additional contract time. However, after careful deliberation and consideration of the events peculiar to this particular project, it is the Department's decision to waive liquidated damages on this contract and the liquidated damages withheld will be returned to you.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
R. D. Hector
Joe Schlieski
FHWA w/att.
Bob Church

STATE OF OREGON INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Asst. State Highway Engineer DATE: April 11, 1983

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Contract Time Extension Request
Charles H. Reynolds, Baker Valley, Weatherby and
Ontario Safety Rest Areas
Contract No. 9429
FAP No. I-84-6(2)267

We have received a request for additional contract time from the contractor on behalf of his plumbing subcontractor. Contract time was exceeded by 104 calendar days for which we have withheld $6,630.00. The contract classified the plumbing items as "specialty items" and the prime contractor entered into a subcontract in the amount of $10,789.00 for plumbing work. All liquidated damages withheld have been passed on to the plumbing subcontractor due to late delivery of materials.

The circumstances causing the delay are described in the attached letter from William Anhorn.

A time extension would not be justified under the terms of our contract. However, it is my opinion that a court may very well rule that liquidated damages of $6,630.00 for $10,789.00 worth of work would be unjust enrichment and therefore unenforceable. We should not force the contractor or subcontractor to unnecessarily incur the cost of a lawsuit to find out what a court may say. Therefore, it is my recommendation, in the interest of fairness and equity, that the engineer waive the liquidated damages for this project.

A rough draft letter to the contractor is enclosed. You may wish to forward a copy of this letter to Robert Hector if you concur in my recommendation.

OBJ:mk

Attach.

Approved - W. E. Schwartz

NOTED
W. E. SCHWARTZ
4/12

RECEIVED
STATE HWY ENGR
APR 11 '83
REFER TO
Hector
FOR
Info | Initial | R/D | D/R | Sign | Act | File

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. Keasey
Construction Engineer

CE CAE FOE OCS SCS EEO OM LS TC FE CP

RECEIVED
DATE: April 6, 1983
APR 8 1983
CONSTRUCTION SECTION

SUBJECT: Extension of Time Request
Chas. H. Reynolds, Baker Valley, Weatherby and Ontario Safety Rest Areas
Union, Baker and Malheur Counties
Contract 9429
Douglas Coats

Submitted herewith for your consideration is a Time Extension Request to increase from 120 calendar days to 224 calendar days the number of workdays for the subject contract.

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We recommend the time extension be granted.

William Anhorn
Assistant Region Engineer

vt
Enc.
cc: J. A. Schlieski

Time Extension Request

STATE OF OREGON ☐ RE ☐ RCE ☐ RME ☒ ROE INTEROFFICE MEMO

☐ RFA

MAR 24 1983

RECEIVED
REGION 5 OFFICE

TO: R. D. Hector

DATE: March 23, 1983

FROM: JAS

SUBJECT: Chas. H. Reynolds, Baker Valley, Weatherby, & Ontario SRAs
Old Oregon Trail
Union, Baker, & Malheur Counties
Contract 9429

"Extension of Time Request"

Attached find Contractor's Request for Increase in Number of Workdays to Complete Construction Contract along with several letters, copies from job diaries, and some material invoices.

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My recommendation is that we grant the time extension requested.

9429

Report # 47 FINAL

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Chas. H. Reynolds, Baker Valley, Weatherby and Ontario SRAs		WEEK ENDING: March 12, 983
		SECTION PREFIX: 601-1011
HIGHWAY: Old Oregon Trail		COUNTY: Union, Baker, & Malheur
NAME OF JOB	KIND OF WORK: Building Improvements	
CONTRACTOR: Douglas S. Coats, Inc.	CONTRACT NUMBER: ~~9249~~ 9429	FEDERAL AID PROJECT NUMBER: I-84-6(2)267
DATE OF CONTRACT: 2/2/82	DATE WORK STARTED: 4/15/82	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 224
PROJECT AUTHORIZATION: $ 43,667	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 186
EXCLUSIVE OF ENGINEERING: $ 39,853	ENGINEERING AUTHORIZATION $ 3,184	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 41,267	ENGINEERING COST TO DATE $ 3,184	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 3.2 %	PERCENT OF AUTHORIZATION . . . . . 100 %	DATE PROJECT WAS COMPLETED: 10/7/82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
MAR 14 1983
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity all week.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final records submitted to Region 3/9/83.

SIGNED Joseph A. Schlick LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9429

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-18-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-84-6(2)267	
2. STATE PROJECT NO. See below	
3. FROM: Dale E. Wilken, Division Administrator, FHWA - Oregon Division	4. PROGRAM NO.
	5. ITEM NO. 10054
2A. COUNTY NAME: Baker, Malheur, Union	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

10/22 orig

RECEIVED
STATE HWY ENGR
OCT 21 '82
REFER TO Mochring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/19/82	Interstate 84	Primary 6

10. GENERAL LOCATION:

Chas. H. Reynolds, Baker Valley, Weatherby & Ontario Safety Rest Areas

11. GENERAL DESCRIPTION OF WORK

Paint handicapped symbols

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement estimate if additional funds are required, I approve the advance authorization date of 8/19/82 as requested in Mr. Keasey's letter of 10/8/82 as being in the public interest for the use of State Forces to proceed with the above work.

State Force Order No. 1 is approved for a TEC of $600 Federal Funds $553.

RECEIVED
OCT 22 1982
CONSTRUCTION SECTION

CE ___ CAE ___ FOE ___ ___ SCS ___ EEO ___
OM ___ CA ___ I S ___ TC ___ FE ___ CP ___

NOTED
W. E. SCHWARTZ

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/18/82	G K Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9-129

September 30, 1982

Mr. J. D. Oliver
Hardware Sales & Service, Inc.
1961 Commerce Avenue
Boise, ID 83705

COM 5
#9429

RE: Chas. H. Reynolds, Baker Valley,
Weatherby & Ontario Safety Rest Areas
on the Old Oregon Trail in Union,
Baker and Malheur Counties

Dear Mr. Oliver:

This will acknowledge your letter of September 24 addressed to Mr. J. A. Schlieski.

All the correct procedures called for under Oregon law have been completed. Your claim is properly filed.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:js

HARDWARE SALES & SERVICE, INC.
1961 COMMERCE AVE. • BOISE, IDAHO 83705 • (208) 345-1361
Since 1956

September 24, 1982

State of Oregon
Division of Highways
P.O. Box 850
La Grande, Oregon 97850

Attention: Mr. J. A. Schlieski

Project: Safety Rest Areas I84
Reynolds, Baker Valley
Weatherby & Ontario
Contract #9429

Re: Material Payment

Gentlemen:

Please confirm that our letter of September 13, a copy of which is attached, is all that is required by us to be protected and guaranteed payment under the material payment bond in effect for this project.

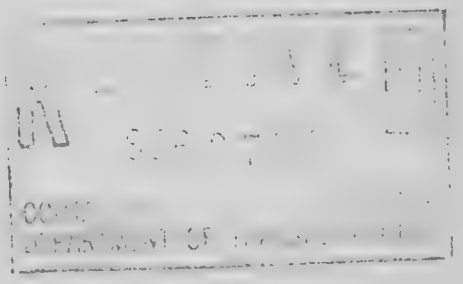
Thank you for your help in this regard.

Very Truly Yours,

HARDWARE SALES AND SERVICE, INC.

JDO AHC
J.D. Oliver, A.H.C.

JDO:sjb
Enclosure: Letter
cc: Mr. C. Deasey, Salem, Oregon



ARCHITECTURAL HARDWARE
HOLLOW METAL FRAMES & DOORS
CONSTRUCTION SPECIALTIES
SALES • SERVICE • INSTALLATION

September 13, 1982

State of Oregon
Division of Highways
P.O. Box 850
La Grande, Oregon 97850

Attention: Mr. J. A. Schlieski

Project: Safety Rest Areas I84
Reynolds, Baker Valley
Weatherby & Ontario
Contract 9429

Re: Material Payment

Gentlemen:

As of this date we have received only five hundred dollars from Douglas S. Coats, the general contractor for the above project, toward payment for material provided by us for use on the above jobsites. The banance due as of September 10, 1982 is $8,230.00.

Please consider this communication as our request for payment & claim for the above stated amount with the Bonding Company providing coverage in this instance.

Please confirm and advise.

Thank you for your help in this matter.

Very Truly Yours,

HARDWARE SALES AND SERVICE, INC.

J.D. Oliver, A.H.C.

JDO:sjb

cc: Mr. C. Deasey, Salem, Oregon

RECEIVED
SEP 27 1982

9429

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 21 1982
NORMA PAULUS
SECRETARY OF STATE

September 22, 1982

IN REPLY REFER TO
FILE NO.:

CL-82-183

Hardware Sales & Service, Inc.
1961 Commerce Avenue
Boise, ID 83705

CON 5
#9429

Attention: J. D. Oliver

Gentlemen:

This will acknowledge your claim letter of September 13, 1982 addressed to the LaGrande Highway Office concerning the following Highway Division contract:

FILED BY:	Hardware Sales & Service, Inc.
AMOUNT:	$8,230.11
FOR:	Material
AGAINST: (Prime Contractor)	Douglas S. Coats, Inc.
CONTRACT NO.	9429
PROJECT:	Building improvements in Chas. H. Reynolds, Baker Valley, Weatherby & Ontario Safety Rest Areas on the Old Oregon Trail in Union, Baker and Malheur Counties.
SURETY:	United Pacific Insurance Co.

JS

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97708

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

HARDWARE SALES & SERVICE, INC.
1961 COMMERCE AVE. • BOISE, IDAHO 83705 • (208) 345-1361
Since 1956

September 13, 1982

State of Oregon
Division of Highways
P.O. Box 850
La Grande, Oregon 97850

Attention: Mr. J.A. Schlieski

Project: Safety Rest Areas I84
Reynolds, Baker Valley
Weatherby & Ontario
Contract 9429

Re: Material Payment

Gentlemen:

As of this date we have received only five hundred dollars from Douglas S. Coats, the general contractor for the above project, toward payment for material provided by us for use on the above jobsites. The balance due as of September 10, 1982 is $8,230.11.

Please consider this communication as our request for payment & claim for the above stated amount with the Bonding Company providing coverage in this instance.

Please confirm and advise.

Thank you for your help in this matter.

Very Truly Yours,

HARDWARE SALES AND SERVICE, INC.

J.D. Oliver, A.H.C.

JDO:sjb

cc: Mr. C. Keasey, Salem, Oregon

CE CAE FOE OCS SCS EEO OM CP
RECEIVED
SEP 1 1982
CONSTRUCTION SECTION

ARCHITECTURAL HARDWARE
HOLLOW METAL FRAMES & DOORS
CONSTRUCTION SPECIALTIES
SALES • SERVICE • INSTALLATION

9429

clm

cc: H. S. Coulter, OSHD

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

9-1-82

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Union, Baker & Malheur	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
9/1/82	David B. Carter, Area Engineer	I-84-6(2)267

IN COMPANY WITH

J. Schlieski; Project Manager, OSHD

LOCATION

Chas. H. Reynolds Safety Rest Area M. P. 267; Baker Valley Safety Rest Area, M. P. 293; Weatherby Safety Rest Area, M. P. 333; Ontario Safety Rest Area, M. P. 375; all on Interstate Rt. I-84.

CONTRACTOR NAME AND ADDRESS

Douglas S. Coats, Inc., P. O. Box 311, Bend, Oregon 97708

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
2/4/82	$37,937.00	120 calendar days	2/18/82	4/15/82

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	80%	80%

REMARKS

CHAS H. REYNOLDS, BAKER VALLEY, WEATHERBY & ONTARIO SAFETY REST AREAS
UNION, BAKER & MALHEUR COUNTIES
BUILDING IMPROVEMENTS

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 5 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

This project provided for the remodeling safety rest area facilities to accommodate handicap usage.

The work is progressing in a satisfactory manner with various minor items required to be done to complete the work.

Work at all rest areas required the installation of an outdoor drinking fountain suitable for handicap use. The mechanical aspects of the fountain specified appear very unreliable. Nearly all of those installed are broken and not operating. In addition the freeze proof specification appears unwarranted as these fountains are plumbed to the drinking water supply for the other rest area fountains which are shut off and drained in the fall before freezing weather becomes a problem. Mr. Schlieski is now negotiating a price agreement to replace all of these faucets. I recommend we participate in this change. However, the State should review these specifications for this type fountain to obtain a more reliable installation and should not specify a freeze proof facility unless provisions are also made to provide for use during the winter months. Winter drinking fountain use is probably questionable at many rest areas.

9429

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-96	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 3/4/82	State Oregon County Baker, Malheur, Union Project No. I-84-6(2)267

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Charles H. Reynolds, Baker Valley, Weatherby and Ontario S.R.A.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-6-82	0.00
OTHER *(Specify)*		

FUNDS FOR PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 43,667.00	$ 40,270.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Assistant State Highway Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by
Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

Oregon State Highway Division
Salem, Oregon February 5, 1982

Federal Aid Project
No. I-84-6(2)267

Charles H. Reynolds, Baker Valley,
Weatherby and Ontario S.R.A.s.
Old Oregon Trail Highway
Union, Baker and Malheur Counties

PROJECT AGREEMENT ESTIMATE

Type Code Y022
Building Remodeling

Remodel Existing Toilet Buildings, Etc. at Chas. H. Reynolds SRA	All Required	$10,538.00
Remodel Existing Toilet Buildings, Etc. at Baker Valley SRA	All Required	13,046.00
Remodel Existing Toilet Buildings, Etc. at Weatherby SRA	All Required	7,261.00
Remodel Existing Toilet Buildings, Etc. at Ontario SRA	All Required	7,092.00
		$37,937.00

Anticipated Items

Permit Fees	All Required	$ 200.00
	SUBTOTAL	$38,137.00
	Engineering	5,530.00
	TOTAL	$43,667.00

Length of Project --------- 0.00 mi.

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
C.H. Reynolds	$12,123.00	$11,180.00	$ 943.00
Baker Valley	14,995.00	13,828.00	1,167.00
Weatherby	8,371.00	7,720.00	651.00
Ontario	8,178.00	7,542.00	636.00
	$43,667.00	$40,270.00	$3,397.00

Group 1 100%
Contract No. 9429
Prefix: 637-1916
Prefix: 637-1011

Baker Co.	53%
Malheur Co.	19%
Union	28%
	100%

9/29/9

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-6-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-84-6(2)267		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Baker Malheur Union
	5. ITEM NO. 10054	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1/6/82	Interstate 84	Primary 6

10. GENERAL LOCATION:

Chas. H. Reynolds, Baker Valley, Weatherby and Ontario Safety Rest Areas

11. GENERAL DESCRIPTION OF WORK

Building (Handicapped) Improvements

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Permit Fee $200

13. REMARKS

After concurrence in award you are authorized to proceed with the items listed above as shown in your Estimate.

Mr. Swan's 1/4/82 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a revised total estimated cost of $46,029 Federal Funds $42,446.

A signed copy of the Title Sheet is returned herewith.

(Decrease obligation TEC $85,971 Federal Funds $79,284)

RECEIVED
STATE HIGHWAY ENGR
JAN 13 '82
RETURN TO

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/6/82	J. K. Klaer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9427 2-17-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-84-6(2)267

STATE PROJECT NO.: See below

FROM: E.J. Valach, Acting Division Admin
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 10054

COUNTY NAME: Union, Baker and Malheur

PROGRAM STAGE (Check)

RECEIVED
STATE HWY ENGR
FEB 19 '81
REFER TO Planning FOR
Dist | Eng | Proj | Bridge | Str | Rt | Clerk

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

orig to [illegible] 2/19/81

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	2/17/81	Interstate 84 / Primary 6

GENERAL LOCATION:

Chas. H. Reynolds, Baker Valley, Weatherby and Ontario Safety Rest Areas

GENERAL DESCRIPTION OF WORK:

SRA Handicapped Improvements.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) See below
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/13/81 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $132,000 Federal Funds $121,730.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2/17/81	E. K. Hoarson	for Acting Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-868

9-129

4.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

February 13, 1981

TO: E.J. Valach, Acting Div. Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10054
Project No. I-84-6(2)267
Chas. H. Reynolds, Baker Valley, Weatherby & Ontario S.R.A.'s
Union, Baker & Malheur Counties

Attached support data consists of PR-1 forms and project maps.

I request authorization to proceed with actions neccessary to advance the physical construction of the project at an estimated total cost of $132,000 with an obligation of $121,730 in Federal funds.

JLG:bkc
Attachments

cc: Lou Olson
General Files

Form 734-3122

1982 Beaverton-Hillsdale Hwy. 9430
@ SW 107th Ave. in Beaverton.
(Traffic Signal Installation)

CvA 7263 10-30-80

9430

January 11, 1983

Union Indemnity Insurance Co.
c/o Northwest Bonding Agency, Inc.
P. O. Box 1448
Beaverton, OR 97075

CON 5
#9430

Gentlemen or Ladies:

On January 6, 1983, we wrote to you concerning release of final payment on Contract No. 9430 awarded to Ajax Electric Company for traffic signal installation on the Beaverton-Hillsdale Highway at S.W. 107th Avenue in Beaverton, Washington County.

Final payment on this contract is $1,000 and the total contract amount is $47,401.00. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
cc: Ajax Electric Company
5940 N.E. 45th Avenue
Portland, OR 97218

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9430 C 10-1-82 C 144

PROJECT MANAGER'S NARRATIVE REPORT

PROJECT: BEAVERTON-HILLSDALE HWY. AT SW 107TH AVENUE

HIGHWAY: BEAVERTON-HILLSDALE

COUNTY : WASHINGTON

CONTRACT NO. : 9430

PREFIX NO. : 134-8269

F.A. NO. : STATE

THIS PROJECT CALLED FOR A TRAFFIC SIGNAL INSTALLATION AT THE INTERSECTION OF BEAVERTON-HILLSDALE HIGHWAY AND S. W. 107TH AVENUE IN WASHINGTON COUNTY. NOTHING UNUSUAL OR SPECTACULAR ABOUT THIS SIGNAL AS IT LOOKS JUST LIKE MOST OTHER SIGNALS. THE OLE SAYING, AFTER YOU'VE SEEN ONE, YOU'VE SEEN THEM ALL, HOLDS TRUE IN THIS CASE.

ONCE THE PROJECT STARTED, ALL DIFFERENT PHASES SUCH AS CONCRETE WORK, A.C. OVERLAY AND SIGNAL WORK PROGRESSED VERY SMOOTHLY AS THERE WERE NO CHANGES, PRICE AGREEMENTS OR STOP WORK ORDERS.

SINCE THE PLANS AND SPECIAL PROVISIONS CALLED FOR A 3 INCH OVERLAY ON S.W. 107TH AVENUE, THE PROBLEM OF HAVING A SOLID BASE FOR THE LOOPS WAS SOLVED VERY EFFICIENTLY. THIS IS A GOOD SYSTEM TO INSURE THAT THE SIDE STREETS ARE CAPABLE OF SUPPORTING THE LOOPS AND IT SHOULD BE USED MORE OFTEN.

ONE SUB-CONTRACTOR DID HAVE A PROBLEM WITH THE EPOXY AS SEVERAL LOOPS AND FEEDER RUNS HAD TO BE REPLACED SIMPLY BECAUSE THE EPOXY WOULD NOT HARDEN OR ADHERE PROPERLY. THIS IS NOT THE FIRST TIME THAT HUNTS PROCESS HB1360 EPOXY HAS FAILED, SO PERHAPS THIS EPOXY SHOULD BE REMOVED FROM THE PRE-APPROVED LIST UNTIL MORE CONSISTENT RESULTS ARE OBTAINED.

THE USE OF EPOXY AS A SEALANT ON PORTLAND CEMENT CONCRETE IS FINE BUT ON ASPHALTIC CONCRETE, THE USE OF ROPE AND TAR AS SPECIFIED BY THE CITY OF PORTLAND SHOULD BE CONSIDERED.

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 1 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Beaverton-Hillsdale Highway at S.W. 107th Avenue CONTRACT No.: 9430
HIGHWAY: Beaverton-Hillsdale PREFIX No.: 134-8269
COUNTY: Washington F. A. No.: State

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	+OR-%
	Bid Items	$	46,670.00	47,401.00	+ 2 %
	Anticipated Items	$	7,417.00	7,467.00	+ 1 %
	Contingencies	$	2,212.65	0.00	-100 %
	State Force Orders	$	1,000.00	1,000.00	0
	Engineering	$	4,917.00	6,000.00	+22%
		TOTAL	62,216.65	61,868.00	-0.6%

ALL SUBSTANTIAL CHANGES WERE EVALUATED AND ONLY THOSE LISTED BELOW MEANINGFULLY AFFECTED THE TOTAL PROJECT COST.

Bid Item No. 3 Flagmen	$	500.00	1,555.00	+211%

The estimate allowed only 50 hours of flagging. It would have been better to increase it to 150 hours as with a narrow road alignment, no shoulders or room to set up along the sides, the contractor had to barricade and cone a lane off from traffic. Also, much work was performed in the travel lanes. Traffic was heavy at all times, thus the need for an extra flagger or 2 flaggers.

Engineering	$	4,917.00	6,000.00	+ 22 %

As with most small projects, the original percentage figure of ten percent for engineering is not enough. With the rising costs of laboratory, tests and field work it would be appropriate to increase the engineering to 15% of the original contract cost to reflect these soaring costs.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: BEAVERTON/HILLSDALE HWY. AT S.W. 107TH AVENUE		WEEK ENDING: SEPTEMBER 18, 1982
		SECTION PREFIX: 134-8269
HIGHWAY: BEAVERTON-HILLSDALE		COUNTY: WASHINGTON
NAME OF JOB: BEAVERTON/HILLSDALE @ SW 107TH AVE.	KIND OF WORK: TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR: AJAX ELECTRIC COMPANY	CONTRACT NUMBER: 9430	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: FEBRUARY 25, XX 1982	DATE WORK STARTED: JUNE 8, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 200	WORK DAYS USED: 182
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 91
PROJECT AUTHORIZATION: $ 56,299.65	ENGINEERING AUTHORIZATION $ 4,917.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 51,382.65	ENGINEERING COST TO DATE $ 5,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 50,951.00	PERCENT OF AUTHORIZATION 102 %	DATE PROJECT WAS COMPLETED: SEPTEMBER 7, 1982
ESTIMATED PERCENT: XXXXXX UNDERRUN .8 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	TRAFFIC SIGNAL INSTALLATION						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	CLOUDY, FAIR	0	0	
MONDAY 13	CLOUDY, FAIR	0	0	
TUESDAY 14	SUNNY, WINDY	0	0	
WEDNESDAY 15	SUNNY, FAIR	0	0	
THURSDAY 16	SUNNY, WARM	0	0	
FRIDAY 17	SUNNY, FAIR	0	0	
SATURDAY 18		0	0	

RECEIVED
SEP 21 1982
CONSTRUCTION SECTION

CE ___ OM ___
CAE ___ CA ___
FOE ___ LS ___
QCS ___ TC ___
SCE ___ FE ___
EEO ___ CP ___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No 12	ACTIVITY ALL WEEK.
MONDAY	13	
TUESDAY	14	
WEDNESDAY	15	
THURSDAY	16	
FRIDAY	17	
SATURDAY	18	

REMARKS

STATUS TO DATE: PROJECT COMPLETED ON TUESDAY, SEPTEMBER 7, 1982.

SEMI-FINAL ESTIMATE IS ON THE WAY.

THIS IS THE FINAL WEEKLY REPORT FOR THIS PROJECT.

SIGNED E. Rodriguez LOCATION BEAVERTON

E. RODRIGUEZ, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 4 COPIES

SP*F216

9430

February 2, 1982

ACC

Larry Rice
Director of Public Works
Washington County
150 N. First Street
Hillsboro, Oregon 97123

Dear Mr. Rice:

On January 28, 1982 we received a satisfactory bid from Ajax Electric Company, Inc., 5940 Northeast 45th, Portland, Oregon 97218 for the traffic signal installation project on the Beaverton-Hillsdale Highway at S.W. 107th in Washington County.

As described in our Agreement No. 7203, the County shall pay 100 percent of the project cost. We anticipate the construction cost will be:

Contractor's Bid		$46,670.00
Anticipated Additional Items:		
State Furnished Software	$ 500.00	
Signal Controller Testing	2,000.00	$ 2,500.00
Subtotal		$49,170.00
4 1/2% Contingencies		2,212.70
10% Engineering		4,917.00
ESTIMATED CONSTRUCTION COST & 100% COUNTY SHARE		$56,299.70

We will award the contract when we receive your advance deposit in the amount of $56,300.00, which should arrive not later than February 19, 1982.

On the attached sheet we have described three options for making your advance deposit. Please use the option of your choice.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Operation Programming Engineer

Rec'd L&P 3-19-82 per Jan Peterson

[redacted]mf
Attachment

boc w/AD # 82-6: Jon Rose, Metro
Vern Skoog - Please return completed AD # 82-6 when advance deposit is received.

9430

Section Beaverton-Hillsdale Hwy at SW 107th Ave Programmed Estimate $ 85,000

Highway Beaverton-Hillsdale Project Length —

County Washington Completion Time 200CD

Kind of Work Traffic Signal Installation Est. Comp. Date

Prefix 134-8214 Letting Date 1-28-82 Project No. STATE

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 71,764.00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished Software	500	
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing	2000	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
_____		
_____		
Adjust Utilities		
_____		
_____		
_____		
Subtotal		$ 2,500.00

	74,264.00
Contingencies (4-1/2%)	3,341.88
Engineering (10%)	7426.40
Subtotal	$
Credit for _____	
Estimated Net Authorization, Construction	$ 85,032.28

APPROVED

cc: Jon Rose 12-14-81

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section	County	Sheet of
Beaverton / Hillsdale Hwy at S.W. 107th Ave	Washington	1 1
Kind of Work	**Length**	**Date** / **Name**
Traffic Signal Installation	—	12-11-81 / Butler

COST ANALYSIS Unit 12/14/81

THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 1-26-82

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	3,000-
2	Temporary Signs		Sq. Ft.	190	6	1,140-
3	Flagmen		Hour	50	20	1,000-
4	Miscellaneous Street Work		Lump Sum	All	Lump Sum	4,000-
5	Traffic Signal Installation, Complete		Lump Sum	All	Lump Sum	62,624-
	Total					71,764-

734-1736 (8-81)

9430

Beaverton

WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

October 22, 1981

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

1 Versteeg ✓
Anderson
3 Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 23 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring by
Action

Fred Ericksen
Design Engineer Supervisor
Road Design Section
Department of Transportation Building
Salem, Oregon 97310

Rucopy

Dear Mr. Ericksen:

Earl Purdy asked me to respond to your October 12, 1981 memo to him regarding the Beaverton-Hillsdale Highway at 107th Avenue traffic signal project. Because of the cost increases on the project and the limited dollars available for this project, you should proceed with the less costly option, that is Option B. We look forward to receiving preliminary design plans in the very near future. When available, we would appreciate receiving legal description of the necessary easement for detector loops on the south side of Beaverton-Hillsdale Highway. We will put those into an easement form and obtain the easement prior to construction.

Should you have further questions on the project, please feel free to contact me.

Very truly yours,

Jerry Morse, P.E.
Engineering Division Manager

JJM:ja:1:1
cc: Earl Purdy, Resident Location Engineer

Watson
Dorn Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

an equal opportunity employer

9430

40

ROAD DESIGN SECTION

DES 16

Earl C. Purdy
Resident Location Engineer

October 12, 1981

Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

Beaverton-Hillsdale Highway
at 107th Avenue Section
Beaverton-Hillsdale Highway
Washington County

Attached are half-size copies of Alternate "A" and Alternate "B" plans for surfacing a portion of 107th Avenue and one copy of cost estimates for each. Included in the cost, but not shown on this plan, are sidewalk ramps to be constructed at the 4-~~foot~~ curb radii.

Please furnish this information to the parties concerned with the cost to determine whether we should offer the alternate plans for bidding or offer only the less costly Alternate "B".

We would appreciate a reply by October 19, 1981. Preliminary Plans are on our schedule for completion by October 23, 1981.

FE:ja

Attachments (3)

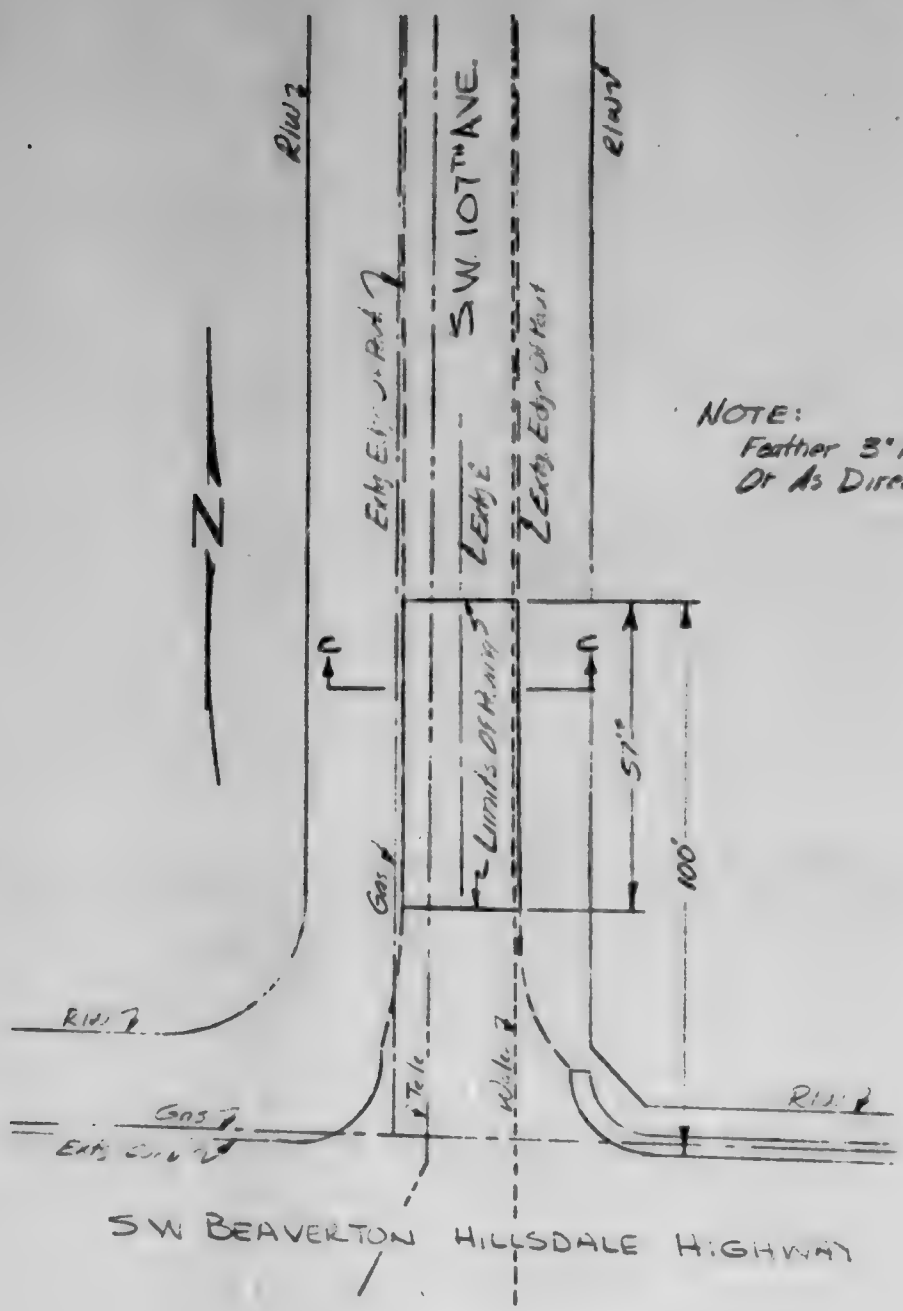
1 Verstoeg ✓
Anderson
3 Christensen FW
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 13 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

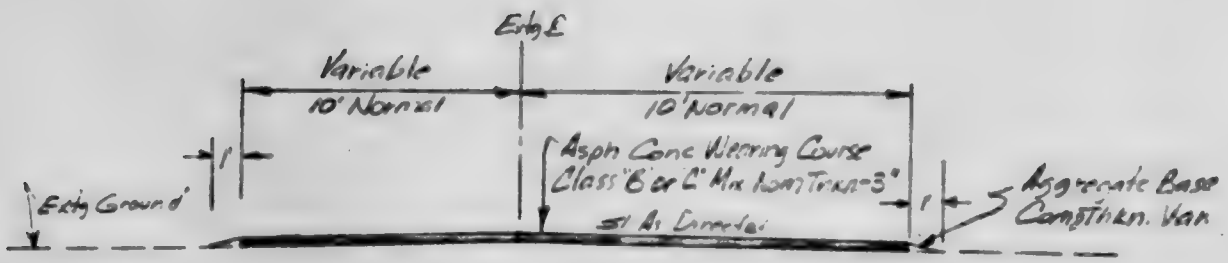
ALTERNATE "B"

BEAVERTON/HILLSDALE HWY. AT S.W. 107TH AVE. SEC. BEAVERTON-HILLSDALE HIGHWAY WASHINGTON COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



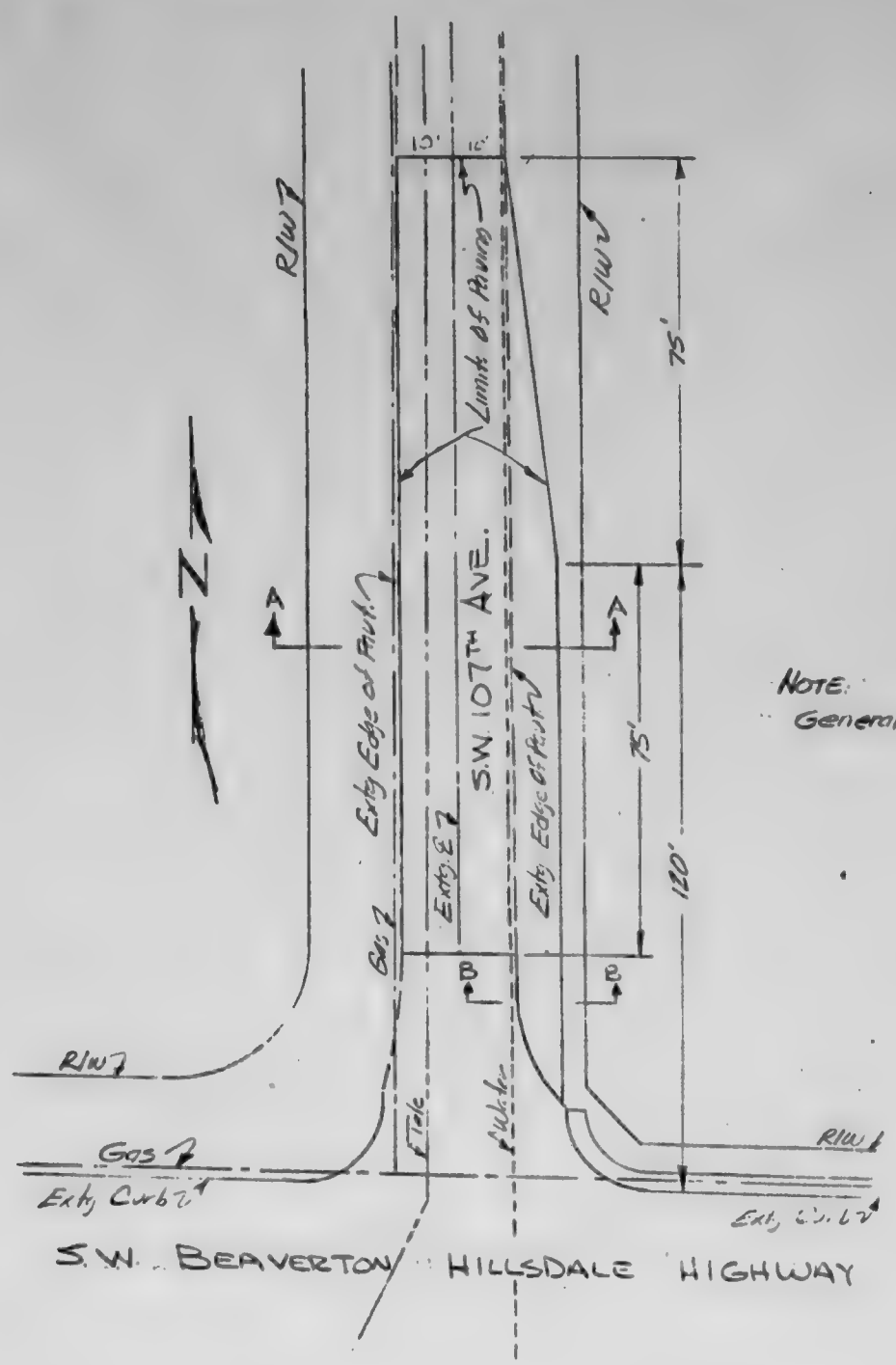
PLAN

NOTE:
Feather 3" Asph. Conc. Overlay In 15'
Or As Directed.



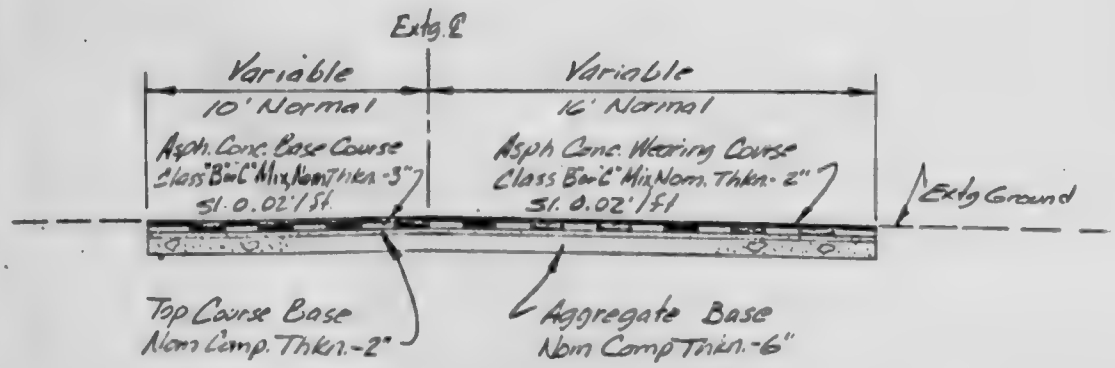
SECTION C-C

ALTERNATE "A"

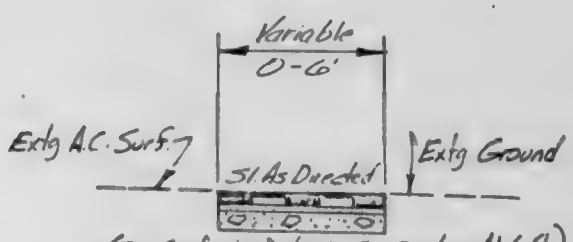


PLAN

NOTE:
General Excavation - 170 C.Y.



SECTION A-A



(For Surfacing Details See Section A-A Left)

SECTION B-B

9430

No. 40

Department of Transportation

METROPOLITAN BRANCH

6415 S.W. CANYON CT., RM. 80 , PORTLAND, OREGON 97221

June 11, 1981

Tom Spears
R/W Coordinator
Dept. Of Public Works
Washington County

Subject: [redacted] Hwy.
@ S.W. 107 th.
Prefix 134-8214

Dear Tom,

Enclosed is a Vicinity Map of the subject project. The south side of the intersection is a private driveway into a business complex. In order to install a 5- Phase Signal; loops, striping and perhaps signing are necessary on the private property.

This plan shows the limits of a proposed 50' x 95' construction easement necessary for a contractor to install these items. The county should have this easement available by contract time. (Estimated to be Sept. 1981).

Also you will note the hedge on the Northeast corner of the intersection needs to be trimmed so that southbound 107th. traffic will have adequate visibility to the left. Perhaps an ordinance can be implemented to correct this.

Sincerely
Raleigh Carothers
Raleigh Carothers
Ass't R.L.E.

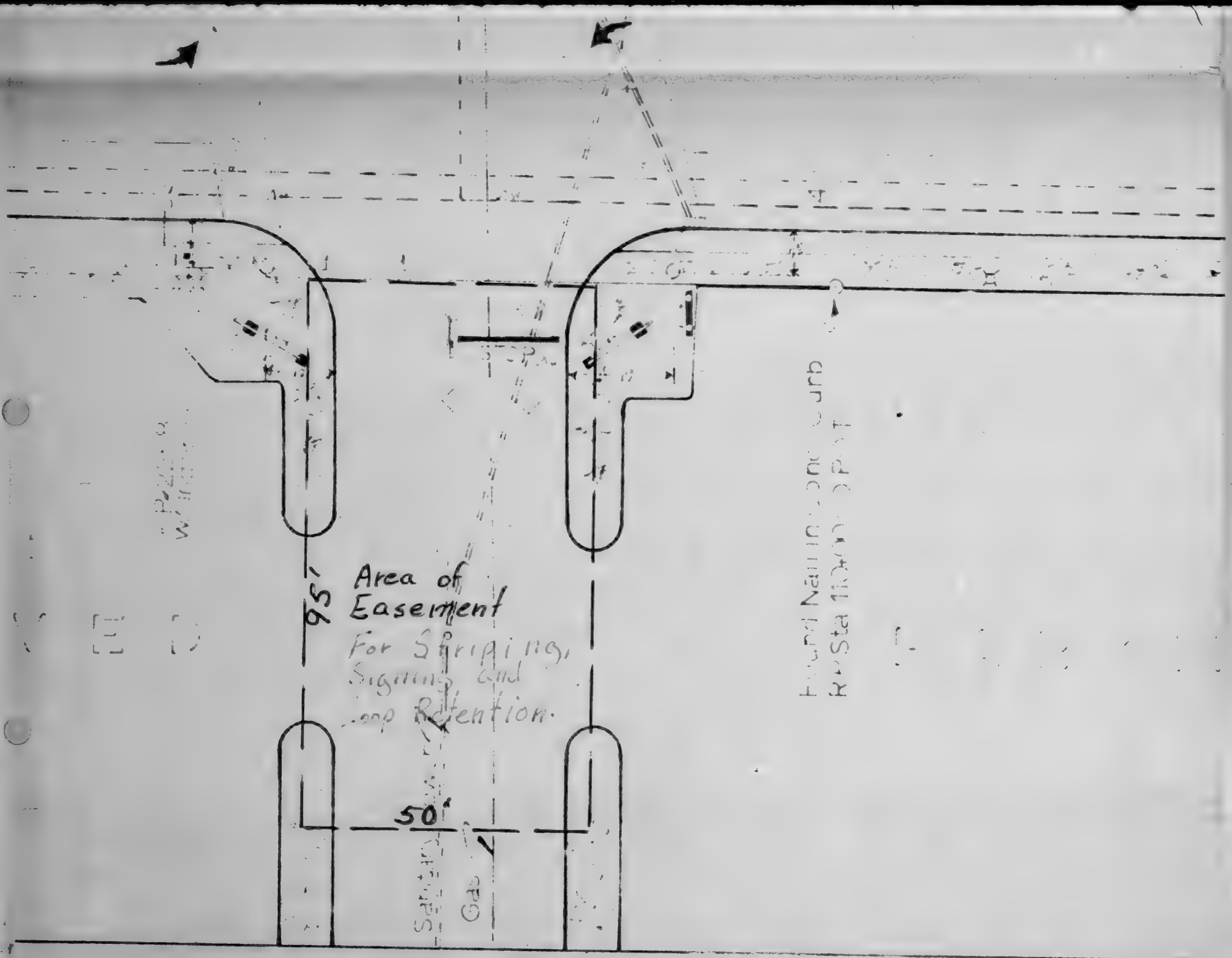
RC/gg / attachment
cc: Curt Duval
Ken Rolfe
Frank Terpin

Versteeg
Anderson
Christ
Olso
Sullivan
Terp
J
[illegible]

RECEIVED
JUN 16 1981
ROAD DESIGN
SECTION

RECEIVED
JUN 15 1981
LOCATION
SECTION

Form 734-3122


95'
Area of
Easement
For Striping,
Signing and
Drainage Retention.
50'
Edward Nail Blvd.
K.P. Sta 11+24.00

14 12 14

Trim Hedges
To Improve
Site Distance

Type 'C'
Curb

9430 (C) 40

ROAD DESIGN SECTION 378-6558 ROW 3-1

September 16, 1981

J. B. Boyd, Manager
Right of Way Section

J. H. Versteeg
Road Design Engineer

File 52353
Beaverton-Hillsdale Highway
at S.W. 107th Ave. Section
Beaverton-Hillsdale Highway
Washington County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project scheduled for January 28, 1982.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Engineer

WHW:rlr

ROUND TREE ENTERPRISES-STRIP CONT NO FA PROJ NOS 2,921.16

134 8212 199 00

TOTAL TO DATE JOB COST SUMMARY — JUNE 1981 — PAGE 2144

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
		** JOB TOTALS **	**		2,921.16 **	2,921.16 **	
0016490000063081	CONT NO	FA PROJ NOS					STATE
	134 8213	594 00			11.05CR	11.05CR	
	134 8213	900 00			11.05	11.05	
		** JOB TOTALS **	**		**	**	
WASHINGTON CNTY-PE SIG@SW 107	CONT NO	FA PROJ NOS					STATE
	134 8214	594 00		1,330.15CR	1,482.84CR	1,482.84CR	COUNTY MONEY
	134 8214	900 00	ENGR	70.74	170.74	170.74	
	134 8214	901 00	SURVEY	241.83	3,752.74	3,752.74	
	134 8214	901 00	&SURVEY		8.52	8.52	
	134 8214	946 00			145.59	145.59	
		** JOB TOTALS **		1,017.62CR**	2,594.75 **	2,594.75 **	
SCHOLLS HWY@SW NIMBUS	CONT NO 9232	FA PROJ NOS					STATE
	134 8215	201 00			33,576.55	33,576.55	
	134 8215	203 00			195.00CR	195.00CR	
	134 8215	204 00			1,669.08CR	1,669.08CR	
	134 8215	210 01			20,659.67	20,659.67	
	134 8215	594 00		393.73CR	1,484.88CR	1,484.88CR	
	134 8215	900 00		803.91	4,252.25	4,252.25	
	134 8215	909 00			529.48	529.48	
	134 8215	911 00			50.40	50.40	
	134 8215	928 00		9.28	9.28	9.28	
	134 8215	940 00		44.00	267.00	267.00	
	134 8215	941 00		3.10	44.42	44.42	
	134 8215	945 00		13.19	25.13	25.13	
	134 8215	946 00		210.39	438.51	438.51	
		** JOB TOTALS **		690.14 **	56,503.73 **	56,503.73 **	
BEAVERTON-TEST SIG (6)	CONT NO 0000	FA PROJ NOS					STATE
	134 8216	199 00			2,300.00	2,300.00	
		** JOB TOTALS **	**		2,300.00 **	2,300.00 **	
VIPS CONST G1 INLET	CONT NO	FA PROJ NOS					STATE
	134 8217	199 00		77.82	498.83	498.83	
		** JOB TOTALS **	**	77.82 **	498.83 **	498.83 **	

9430 C

STATE

9430

WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

DEPT. OF PUBLIC WORKS
LARRY RICE, Director
ROOM 201
(503) 648-8886

April 7, 1981

APR 9 1981
EARL C. PURDY, RES. ENGINEER

Raleigh Carothers
Assistant Resident Location Engineer
ODOT
6415 S.W. Canyon Court, Room 80
Portland, Oregon 97221

Re: 107th/Beaverton-Hillsdale Hwy
Signal

Dear Raleigh:

Our staff has reviewed the preliminary plan and cost estimate enclosed with your March 30, 1981, letter. The cost estimate has increased significantly since the project was initiated and ODOT estimated the signal cost at $65,000.00. I doubt if road work was included in that earlier estimate. The project is a local improvement district and we have assessed the amount of $84,250.00 to property owners within the district. That figure was based on increasing the original cost estimate by 25% and adding about $3,000.00 for county administrative costs. Hopefully, the bids will come in somewhat lower than your present cost estimate. We request you do the following:

1. Proceed and complete final design on the project as you have presented it in your March 30, 1981, letter.

2. We will proceed with final assessment and Bancroft bond sale using the $84,250.00 estimated cost.

3. ODOT's bidding of the project and our bond sale must be closely integrated. We will not have funds available to pay the project cost until the bonds are sold and you, no doubt, have a time limit from bid opening until the required bid award. I would estimate that our bond sale would be complete by about August 1, 1981.

4. Upon your bid opening, you will notify us of the estimated project cost and we will compare that with our assessed cost. We will then decide whether to reduce the scope of the project to reduce the cost, to assess additional dollars to property owners, or to supplement our LID dollars with systems development funds or other available county dollars. At any rate, I am sure we will direct you to proceed with the project at that time.

Should you or any of the people in your office have any questions on this, please feel free to contact me.

Very truly yours,

Jerry Morse, P.E.
Engineering Division Manager

JM:hs

9430

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8336
Date: November 26, 1980

File No: 134-8214
(was 80-2)

TO: BENNY VAUGHN
Accounting Control Supervisor

FROM: EARL MERSHON
Staff Assistant

SUBJECT: Order to Render Service
Beaverton-Hillsdale Hwy. @ SW 107th
Traffic Signal
Washington County

Attached is the original of our Order to Render Service for PE on the subject project. Washington County is supplying the funds with reimbursement by a local improvement district.

Agreement #7263 for this project was approved on October 27, 1980. The advance deposit of $5,000 has not yet been received.

The State will let the contract and also perform construction engineering. This project should be included on the PMS run.

ECM:js

Attachments

cc: D.E. Swan
L.E. George
E.L. Hardt
M.J. Klotz
W. Geibel
C.H. Duval
T.H. Schwab
E.C. Purdy
J.R. Rose

Rec'd PE Adv. Dep
AD833 $5000
1-27-81
per Faye Aills
Lcd. + Row.

1348214
BEN GIFFORD

Form E-180—336—12-64

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Washington County

150 N. First Ave. Hillsboro, OR 97123

By: Miller M. Duris

Chairman, County Commission
(Official Capacity)

Order No. 1

Date 11/24/80

Prefix and account number to which work is to be charged 134-8214

Description and Location of Work To Be Performed or Materials To Be Furnished: State to perform field survey, prepare plans and specifications for the installation of a fully actuated, five-phase traffic signal at the intersection of the Beaverton-Hillsdale Hwy. at SW 107th Avenue.

Estimate of Quantities and Cost

Field Survey	(901)	$3,000
Final Design	(905)	750
Traffic	(911)	3,500
Utilities	(914)	500
Specifications	(921)	1,000
Admin. Svs.	(922)	100
TOTAL		$8,850

Basis of Payment:

- ☐ Monthly payments
- ☐ Single payment on completion of work
- ☐ Other basis as follows:

Amount of advance deposit (if any) $ 5,000

Deposit received by Secretary on not yet

Authority from Requisitionist:

- ☒ Agreement dated 10/27/80 (No. 7263)
- ☐ Letter to ..... date .....
- ☐ Oral request to ..... date .....

Department Authority:

- ☐ Order of Highway Commission
- ☐ Order of State Highway Engineer
- ☒ Head of department issuing order

Field information submitted by ..... in letter dated .....

Expected date of completion of work or delivery of materials June 1981

Superintendent or engineer responsible for performance of work and submission of information for billing Curt Duval, Metro Location Engineer

Record of billing requests:

Number . . .			
Date			
Amount . . .			

Order prepared by Metropolitan Department

Signed MAX J. KLOTZ

Metro Program Manager

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP*T100

9430

November 3, 1980

ACC

Washington County Board
of Commissioners
150 First Street, North, Room 418
Hillsboro, Oregon 97123

Attn: JoAnn Johanssen
Clerk of Board

Gentlemen:

The Preliminary Engineering phase of the traffic signal project on the Beaverton-Hillsdale Highway at S.W. 107th Avenue will begin soon. As previously agreed (Agreement No. 7263), please forward a check for your Advance Deposit in the amount of $5,000. Send your check to the Oregon State Highway Division, Accounting Section, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf

bcc w/AD # 833: Jon Rose, Region 1 Federal Aid Engineer
Vern Skoog - Please return completed AD # 833
when Advance Deposit is received.

9430

October 30, 1980

Board of County Commissioners
Washington County
150 First Street, North, Room 418
Hillsboro, OR 97123

AGR 4

Attention: Jo Ann Johansen
Clerk of Board

MISC CONTRACTS and
AGREEMENTS No. 7263

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the installation of traffic signals on the Beaverton-Hillsdale Highway at S. W. 107th Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) Options or Other Documents Relating to Property Acquisition (Right of Way)

Number	Name	Consideration
50756	Ackerley Communications Inc.	$ 5,722.00
50886	MSM Investment Company	46,000.00
51090	Eiring, W. J. & Mary	850.00
51106	Harmon, Grace Gladys	300.00
51126	Kitting, John E.	200.00
51221	Zuckerman, Marion G. & David E.	100.00
51696	Morgrass Grazing Association	-0-
51697	Cannon, James	-0-
	8 Transactions	$ 53,172.00

(2) Memorandum of Understanding with Marion County for construction of boating facilities at Willamette Mission State Park. State to pay no more than $50,000 or one-half actual costs of construction, whichever is less. (Parks Division)

(3) Agreement with Washington County for the installation of traffic signals on the Beaverton-Hillsdale Highway at S. W. 107th Avenue. The State will design, install and maintain the traffic signals. The County will pay all costs of the project and accept all responsibility for electrical energy consumed. (Local Government Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 27 day of October, 1980

Anthony Yturri

Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

STATE HIGHWAY ENGINEER

DATE: 10/29/80

9430

WASHINGTON COUNTY

Inter-Department Correspondence

Date October 2, 1980
For Meeting of: October 7, 1980

To : Honorable Board of County Commissioners

From : Director of Public Works

Subject : 107th Avenue Signalization Local Improvement District

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 80-735
DATE 10-7-80
BY BARBARA CAMERON
CLERK OF THE BOARD

On November 6, 1979, your Board adopted the feasibility report and on December 11, 1979, held a public hearing on a local improvement district to provide a traffic signal at the intersection of Beaverton-Hillsdale Highway and 107th Avenue. The intent was for the Oregon State Highway Division to prepare improvement plans and contract for the construction of that facility. An agreement has been prepared between the Department of Transportation and Washington County which is before you at this time. The estimated cost of the project is $66,000, the entire cost of which will be assessed to property owners. Staff is in the process of preparing preassessment documents for the project at this time that will be before your Board in a matter of weeks. This agreement has been through Contract Review Committee.

RECOMMENDATION: Your Board authorize execution of the subject construction finance agreement for traffic signal installation at the intersection of Beaverton-Hillsdale Highway and 107th Avenue between the State of Oregon, Department of Transportation and Washington County.

Respectfully submitted,

Larry Rice

LR:DM:ja

9430

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

ODOT - METRO

January 28, 1980

FILE: 80-2

FROM: JON ROSE
Federal Aid Specialist

Jon Rose

SUBJECT: Proposed Signal Agreement
Beaverton/Hillsdale Highway at
S.W. 107th Avenue
Washington County

TO: BUZ SWAN
Project Management

For almost a year now, there have been discussions with Washington County concerning installation of a five-phase fully actuated signal on the Beaverton/Hillsdale Highway at S.W. 107th Avenue. The County is now in the process of forming a local improvement district which will pay 100% of the cost of the signal installation, so we should now prepare an agreement to get the project started. The attached correspondence and supporting information describe what is proposed. The Metro Traffic Section recommends a fully actuated, five-phase signal capable of being interconnected to a system which will extend from Jamieson Road to Broadway in Beaverton. 1977 data indicated that minimum warrants were met at that time and if anything, traffic volumes have increased since then.

Please prepare an agreement using this information and if there are any questions, let me know.

po

cc: Tom Schwab
Region 1

Attachments

PROJECT MANAGEMENT BRANCH
STE ☐
PLE ☐ NE ☐ PM 5

REFERRED TO _____
FOR _____
FILE: PM FA LG.

1982 Shields Ck.-Muns Ck. Sec. 9431
of the Coos Bay-Roseburg Hwy.
(Grading, Paving & Struc.)

9-51

rll

STATE COPY

cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Douglas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
10/15/84	W. N. Bryant, Area Engineer 10-15-84	F-14(10)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
11/19/82	10/3/83	106 %	250 CD Days 10/18

RECEIVED
STATE HWY ENG.
OCT 18 '84
REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

LOCATION

SR-42, 5.6 miles NE of Camas Valley, East 0.5 miles

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

NOTED
W. E. SCHWARTZ

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SHIELDS CREEK - MUNS CREEK
COOS BAY - ROSEBURG HIGHWAY
Grading, Paving & Structure

This project provided for the construction of roadbed grading, cement treated base and asphalt concrete pavement of a 2500 foot long section of SR-42. The project also included the construction of two structures 40.5 feet in width; one 67 feet long and the other 64 feet long.

A contract in the amount of $644,354.44 was awarded Stach Construction Co., Grants Pass, Oregon on 2/4/82. Work began on 5/7/82 and was completed in reasonably close conformance with the approved plans and specifications on 11/19/82 at a final cost of $755,164.29 which includes $639,751.93 for original bid item work, $24,387.11 for work completed under approved price agreements, $354.44 for materials adjustments, $1,793.69 for force account work, $1,239.62 for State force work, $3,262.50 credit for liquidated damages and $90,900 for construction engineering.

A total of 264.5 calendar days were used to complete the work as compared to the 250 calendar days specified. Liquidated damages in the amount of $3,262.50 were assessed accordingly for the 14.5 days overrun in contract time.

There wre no major significant overruns or underruns of the original contract items. The State's materials certification indicates

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 10/17/84	TITLE Field Operations Engineer	DATE 10/17/84

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

that all materials incorporated into the work were tested in accordance with approved established procedures and found to be in reasonably close conformance with specification requirements except for the two following items:

1. Record samples for CTB aggregate and CTB strength cylinders were not submitted as required by the contruction Manual's "Frequencies of Testing" schedule.

2. No cement sample submitted for structural concrete, class 3300.

Since the strength tests performed on all cylinders cast from the cement used were well above the minimum 3300 psi specified and because the State has subsequently established a new position in each Regional Office to prevent such oversights in the future acceptance of materials used is recommended.

9431

5

October 7, 1983

Firemen's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

COM 5
#9431

Gentlemen or Ladies:

On October 4, 1983, we wrote to you concerning release of final payment on Contract No. 9431 awarded to Stach Construction Company for work on the Shields Creek-Muns Creek Section of the Coos Bay-Roseburg Highway in Douglas County.

Final payment on this contract is $457.30 and the total contract amount is $663,024.67 including $1,793.69 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Stach Construction Company
P. O. Box 730
Grants Pass, OR 97526

Kingrey-Price Insurance Agency
P. O. Box 784
Springfield, OR 97477

bc: C. T. Keasey
Walt Hart
James Gix

9431

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: October 3, 1983

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9431, On Site Work Substantially Completed November 19, 1982
All Work Completed	June 13, 1983
Project	Shields Creek - Muns Creek
Highway	Coos Bay - Roseburg
County	Douglas
Type of Work	Grading, Paving and Structures
Contractor	Stach Construction Co.

WES:RDC:mk

cc: C. T. Keasey
R. D. Church

Oct. 4, 1983 - Letter has been written to surety.

81-125-1387

9431

35

Ronald V. Busey
Project Manager

February 24, 1983 DES

N. E. Mann
Design Team Supervisor

Shields Creek - Muns Creek Section
Coos Bay - Roseburg Highway
Douglas County
CON 9431

Versteeg ✓
Anderson ✓
Adams
Olson
Sullivan
Terpin
Trout

RECEIVED
FEB 28 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Your construction narrative report on this project was reviewed with some interest. Even though these plans get reviewed by a number of people, we overlooked the detour removal item. Our apologies.

In our design development we found the right of way for the detour to be tight and sought advice from the field about additional easement area. We were assured by the region personnel that the detour would fit. It is unfortunate it did not.

NEM:jrb

cc: Jim Gix

December 21, 1982

PROJECT	Shields Cr - Muns Cr Section
HIGHWAY	Roseburg-Coos Bay Hwy
COUNTY	Douglas County
CONTRACT NO	9431
PREFIX	010-1009
PROJECT MANAGER	Ronald V. Busey

CONSTRUCTION NARRATIVE REPORT

The attached bar chart shows the sequence of the major items of work. Although the contract went 14.5 days beyond required completion date there were no major problems or delays.

This project was primarily a bridge replacement project and was only 0.47 miles in length.

There was minor realignment and little or no change in grades.

In addition to the two new structures, the project included a small gabion wall, rip rap of channels, CTB and Class "B" asphaltic concrete surfacing, detour construction and removal,(which required about 20,000 Cu Yd of excavation), guardrail and necessary drainage work.

The following items merit special mention:

PLANS & SPECIFICATIONS: Prior to the bid letting we discovered major omissions and mistakes in drainage items which was corrected by an addendem letter. After the contract was awarded we discovered the detour at Shields Cr overlapped the new structure and when we moved it out to allow construction of the bridge we had to obtain additional easements from adjacent property owners. The excavation quantities overran planned amounts.

It appears that they forgot to include removal of the detours in the planned excavation quantities. The quantity removed totaled nearly 5000 Cu Yds.

1 Anderson
2 Adam
Copy
RECEIVED
ROAD DESIGN

Shields Cr – Mud Cr [illegible] ng Ron Busey

Feb. March April May June July August Sept. Oct. Nov.

Utilities

Excavation

- Stage I
- Stage II
- Remove Detour

Drainage

Shoulder Agg.

C.T.B.

Class 'B' A.C.

Gabions

Guard Rail

Structures

- Shoring & Cribbing
- Bridge Removal
- Footings
- Colums & Crossbeams
- Prestressed Slabs
- End Panels
- GM Rail

Contract Time

250 Calendar Days

45 Excess Days

START 2-19-82

Holiday Shut Down

Holiday Shut Down

Holiday Shut Down

End Contract

Completed 11-19-82

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Shields Cr.-Muns Cr.
Highway: Coos Bay - Roseburg
County: Douglas

Contract No.: 9431
Prefix: 10-1009
F.A. No.: F-14(10)

Item No.	Item	Unit	Original	Semi-final	%(+or-)
	SUMMARY				
	Bid Items	$	664,354.44	639,291.74	-4%
	Anticipated Items	$	6,300.00	2,450.00	-61%
	Contingencies	$	30,179.45	23,275.63	-23%
	Engineering	$	60,358.90	80,000.00	+33%
	total	$	761,192.79	745,017.37	-2%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

14	General Excavation	cu yd	14,320	20,590	+44%

The original plan quantities did not include removal of the temporary detour, this amounted to 4904 c.y..

26	12-inch Culvert Pipe	lin ft	66	19	-71%

Field staking indicated culverts were not required in all locations shown on plans.

1 Verstieg
Anderson
2 Adams
Sullivan
Tarpley
RECEIVED
26
ROAD DESIGN

Bud

We questioned the field location of the detour, it did not appear to fit inside the easement. The field assured us that it would fit. They said "the X-sections submitted were in error" and the detour will fit the easement." This is why the problem with the detour occurred and why the excavation quantities were off also.

Norm

9431

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Shields Creek-Muns Creek		WEEK ENDING: Feb 19, 1983
		SECTION PREFIX: 10-1009
HIGHWAY: Coos Bay - Roseburg		COUNTY: Douglas
NAME OF JOB: Shields Cr - Muns Cr	KIND OF WORK: Grading, Paving & Structures	
CONTRACTOR: Stach Construction Co	CONTRACT NUMBER: 9431	FEDERAL AID PROJECT NUMBER: F-14(10)
DATE OF CONTRACT: February 4, 1982	DATE WORK STARTED: May 7, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 250	CALENDAR DAYS USED 264.5
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 105.8
PROJECT AUTHORIZATION: $ 761,192.79		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 700,833,89	ENGINEERING AUTHORIZATION $ 60,358.90	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 696,846.00	ENGINEERING COST TO DATE $ 77,125.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 101.7
ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN 0.6 %	PERCENT OF AUTHORIZATION 128 %	DATE PROJECT WAS COMPLETED: Nov 19, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	14,320 CY	3,300 Ton			
TOTAL QUANTITIES CORRECTED TO DATE	19,507	3264			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	19,507	3,264			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	808A	855A						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

RECEIVED
FEB 24 1983
CONSTRUCTION SECTION

CE CAE FOE OCS SCS EEO OM CA LS TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity all week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No activity next week

Items needed for submittal of Third Notification:

Request for Final Inspection & certification of completion

~~Labor Compliance Documentation~~

SIGNED John McCormick LOCATION Roseburg

Proj Mngr

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

9431 CL 83-11

B

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 21 1983
NORMA PAULUS
SECRETARY OF STATE

January 20, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9431

Henry H. Miller Contractor, Inc.
P. O. Box 646
Wilbur, OR 97494

RECEIVED
JAN 24 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Attention: Robert Miller, Secretary

Gentlemen or Ladies:

This will acknowledge your letter of January 10, 1983, with attached invoice filing a claim against the following Highway Division contract:

FILED BY:	Henry H. Miller Contractor, Inc.
AMOUNT:	$1,821.40
AGAINST (Prime contractor)	Stach Construction Company
SUBCONTRACTOR:	Umpqua Sand and Gravel
CONTRACT NO.:	9431
PROJECT:	Shields Creek-Muns Creek Section Coos Bay-Roseburg Highway Douglas County
SURETY:	Fireman's Fund Insurance Co.
AGENT:	Kingrey-Price Insurance Agency

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

NOTED
1-27-83 dc

cc: Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

Stach Construction Co.
P. O. Box 730
Grants Pass, OR 97526

Kingrey-Price Insurance Agency
P. O. Box 784
Springfield, OR 97477

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Henry H. Miller Contractor, Inc.
TELEPHONE 503-672-6751
POST OFFICE BOX 646
WILBUR, OREGON
97494

January 10, 1983

Commission Service
Transportation Building
Salem, Oregon 97310

ATTN: Robert Gormson

RE: Shields Creek, Muns Creek Project
Henry Stack, Prime Contractor

Dear Mr. Gormson:

We enclose herewith a copy of a bill for work done on the above mentioned project. This work was done for Umpqua Sand & Gravel, a company that was a sub-contractor on the Shields Creek, Muns Creek Project.

It is our intent for this bill to be applied against the bond and any monies due on the project mentioned above.

If further action is needed, please advise.

Sincerely,
Robert Miller

Robert Miller, Sec.
Henry H. Miller Contractor, Inc.

RM:sm
encl.

RECEIVED
JAN 12 1983
COMMISSION OF
DEPARTMENT OF TRANSPORTATION

STATEMENT

HENRY N. MILLER CONTRACTOR, Inc.
Post Office Box 343
Wilbur, Oregon 97494

Dec. 18, 1982

•Umpqua Sand & Gravel
640 Shady Lane
Roseburg, Oregon 97470

Interest rate 1½ per cent per month

DATE	DESCRIPTION	CHARGES	CREDITS	BALANCE
From previous statement 11-8-82 amount due				1812.50
12-18-82	Int. from 12-8-82 to 12-18-82			8.90
	Total due			1821.40

RECEIVED
JAN 12 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PAID BY CHECK NO.

4431

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: W. E. Schwartz
Asst. State Highway Engineer

DATE: January 6, 1983

FROM: JAMES J. GIX
Region Engineer

SUBJECT: R/W File No. 51417
Shields Cr.-Muns Cr. Sec.
Coos Bay-Roseburg Highway
Douglas County

Attached are copies of correspondence to Mr. and Mrs. Eby regarding the subject file.

I would hope that these letters should shortstop any further correspondence to your office.

Our experience with this particular property owner is that he doesn't seem to trust people he deals with - period.

jjg/cw
Attach.

cc Neil Flanagan

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 10 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
P.O. Box 1128, Roseburg, Oregon

January 5, 1983
In Reply Refer to
File No.: CON-5
9431

Roy W. & Antonia S. Eby
Star Route Box 142
Winston, Or 97496

Subject: Shields Cr.-Muns Cr.
Contract No. 9431
Right of Way File 51417

Dear Mr. & Mrs. Eby,

After reviewing your letter, dated November 20, 1982, I feel the contractor is responsible for any work required in areas A and B and for repairing damage done to your front lawn by his equipment outside of our right of way and easement area.

For the area within the right of way and easement, I will have it smoothed and graded so it drains to the ditch. However, this work will have to wait until the ground dries. This will probably be in the spring.

I see no need for further work at your driveway (Area C) as we have fulfilled the requirements agreed to in your warranty deed and on the construction plans. I am advised that the dirt road connecting your parcel 3 to your driveway is as good or better than it was before the current construction.

The dike referred to in the E area was only a few feet longer than it presently is and would not have prevented flooding should the creek go over it's banks. However, I will have the contractor use any excess material obtained from grading the right of way area to extend the dike similar to its previous length.

The riprap was placed as per construction plans except for a small amount that was left in the channel. When conditions permit I will have the excess material removed.

The right of way supervisor advises me that the cost of restoring any destroyed property corners is understood to be part of the funds paid for the acquired property.

The approach to the BLM access road (Area G) appears to still be as before. There was no provision to construct anything additional at that location on the construction plans or in any right of way agreements. I do not feel the state bears any additional obligations in that area.

If you wish to discuss any of these matters, please contact me or contact Mr. Flanagan, our right of way supervisor, and we can set up a meeting.

ROSEBURG REGION
RECEIVED
JAN -6 1983

RE	RME	RCE	ROE	TE
RUE	DES	RSR	RPR	RLE
GEO.	FAE	RBI	ATE	AA

Sincerely,

Ron Busey
Project Manager

cc: ~~Alfred Shirley~~ Jim Gix
Neil Flanagan
file

Form 734-3122

Umpqua Sand & Gravel Co.
640 SHADY DR. • DIAL 672-7723
ROSEBURG, OREGON 97470

Please reply to: P. O. Box 2270
Roseburg, Oregon 97470

December 13, 1982

Mr. Roy W. Eby
Star Route 142
Winston, Oregon 97496

Re: Property of Above
for Fill

Dear Mr. Eby:

This is to acknowledge and thank you for yours of November 20, 1982. Mr. Vohlands of the Department of Transportation and I visited you on Friday, December 3, 1982, walked over your property and explained our position. Pursuant to our conversation of December 3, 1982, it was explained to you that Stach Construction Co. and its sub-contractors constructed the roadbed, drainage pipes and driveways according to the lines and grades furnished by the Oregon Department of Transportation and therefore no changes could be made except as designated and approved by the Department of Transportation.

We (Umpqua Sand & Gravel) addressed ourselves to the two problems we could correct:

1. Ruts in Lawn: Remedy: Load of topsoil and small cat to smooth same.

2. Fill Area: Remedy: Cat work to bring same to reasonably well graded area.

It is agreed that as soon as weather permits us to perform the above work in a workmanlike manner, we shall do so.

RECEIVED
DEC 14 1982
OFFICE OF RESIDENT ENGINEER
R. V. BUSEY
APP. OE FILE INSP

Sincerely,

UMPQUA SAND & GRAVEL, INC.

By
Otis Jordan

cc: Mr. Al Vohlands
Stach Construction Co.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3

1058 W. HARVARD BLVD., ROSEBURG, OREGON 97470 PHONE 440-3383

December 2, 1982

IN REPLY REFER TO
FILE NO:

File No: 51417
Name : Eby
Section: Shields Cr-Muns Cr.
Highway: Coos Bay-Roseburg
FAP : F-14 (8)

Mr. & Mrs. Roy Eby
Box 142
~~Terndle~~, OR ~~97481~~ 97496

Star Rt.
Winston

While going over your letter and attachments with our Project Manager, I discovered you had not sent us Attachments A or B. For us to properly address your concerns, we should have the additional documents.

Please send the additional Exhibits using the enclosed envelope. When we have the whole packet, we will respond to you as rapidly as can be arranged. I doubt we will reply before the December 6th date you requested, but we likely can answer before the middle of the month.

Neil Flanagan
Right of Way Supervisor

NF:mr
cc: J. B. Boyd
Enc.

ROSEBURG REGION
RECEIVED
JAN -7 1983

RE	RME	RCE	ROE	TE
RUE	DES	RSR	RPR	RLE
GEO.	FAE	RBI	ATE	AA

FORM 734-1829

RECEIVED
STAT HWY ENGR
NOV 26 '82
REFER TO
FOR

NOTED
W. E. SCHWARTZ

Dated:

Nov. 20, 1982

To: The Department of Transportation
Highway Division
Region #3
1058 W. Harvard Blvd.
Roseburg, Or. 97470
Phone 440-3383

To: Umpqua Sand and Gravel Co.
640 Shady Dr.
Roseburg, Or. 97470
Phone 672-7723

To: Stach Construction Co.
235 W. Scenic Dr.
P.O. Box 730
Grants Pass, Or. 97526

Orig. 11/26 Shirley— This is your problem to resolve Send us a copy of your response

To all concerened -- Dear Sirs:

The following information is being presented in a logical and simple manor to explain our position and situation in reference to the enclosed documents A, B, C, D, E and F.

A brief history of the situation at hand is as follows:

1- We (The Roy Eby Family) purchased 21.65 acres from Mr. and Mrs. A.L.Jennie and took possession approx. Nov. 05, 1980.
(Tax lot #12231.02 T29s, R8w, Section1.)

2- Because of our needs we made a legal and recorded division of the above property into 3 parcels in the summer of 1981.

- Enclosed Document A shows our basic need.
Enclosed Document B shows the result.

3- During the fall of 1981 Bob Simpson - the Right of Way Agent from the Oregon Highway Division made arangements for the Highway Department to purchase land from us to correct the State's Highway in front of our home.

Document C was brought into the picture at this time to finalize the purchase.
Document D was brought into the picture to finalize the responsibilities of the state in this matter.

4- Before the Highway project was started in June of 1982 the Umpqua Sand and Gravel Co. ask if our property could become involved in the project that they were sub-contracting with the State. Their basic needs were expressed and we were told that we would have a written contract for legal purposes for all concerned.

REC'D AERONAUTICS
NOV 24 1982

B

5- The state highway project was started in June of 1982 and a legal contract was not presented to us at this time.

6- Work was actually being done by the U.S. & G. Co. and still no contract.

7- We were being told by Mr. Otis Jordan that the U.S.& G. Co. would do so and so and still no contract.

8- Then, we were told by the workers that we have a good reason, and we should pursue obtaining the contract.

9- We then contacted the U.S.& G. Co. boss on the job and said: "What about the contract that we were promised"?

10- In a couple of days the contract was proposed and accepted.

Document E is enclosed.

11- The work was finished during the month of Nov. 1982

Note: Everything was going fine untill the job was being closed down and the finishing things were being done.

When problems began to develop Jim Watson of the U.S. & G. Co. and Dave Scolfield, the State Inspector were informed of the neglect of both parties to follow through with their agreement to us.

Ref: to Documents D & E

The areas of neglect are as follows:

Please see attached Diagram Document F and Illustrations in Document G.

A-Area.

1- Has not been reasonably graded.
2- Debris have not been placed on the bottom.
3- The back area has been left raw.

B-Area.

This area has debris dumped here, and a large hole left between it and the fill area.

C-Area.

The easment access area to Parcel #3 is not properly graded and restored to it's original state.

Please Note Document B. Parcel #3.

D-Area.

The front lawn was driven on and ruined with heavy equipment and not restored.

I was told by Dave Scolfield and Jim Watson that I should correct this area myself with a shovel and rake.

E-Area.

This area was not restored to it's original condition and if the creek was to come up our Home and property is in extreem danger from the water that would obviously overflow from the creek onto our home.

E &F Area.

The rock that was placed in this area as riprap is clearly not as shown in Document # D page #2.

The water flow at this area has been narrowed down and the possible results of flooding could be extreemly dangerous.

G-Area.

The existing entrance to Partical #1 Document B has been altered and not restored to be used by us.

H

Existing survey markers that established particals #1, #2, &#3 on the front of the properties next to the State Highway Raad #42 have been removed and not replaced or repositioned where they need to be.

We have just payed a large sum of monies to have our property surveyed and those stakes put in for immediate visable viewing to prospective buyers and you have completly removed them.

Further more -- this whole situation is fast becoming a real unbearable situation!

Clients have just looked at parcel #1 and responded as follows:

"It would cost to much money to restore this area to be usable" (Area A. B. & G) Sue and Jim The last name I will keep private at this time.

This is a strong indication that this property has been negetively affected and as stated in Document # D the state is automatically libel.

The results not only affect the properties, the saleability of the properties but have and are continually affecting the mental and physical condition of the whole Eby Family.

I, Mr. Eby, am experiencing little sleeping and no ability to cope with daily responsibilities.

My wife is haveing physical and mental strain and stress and is experiencing headaches and stomach problems.

We need to have this situation corrected A.S.A.P. -- no latter tham Dec. 06, 1982.

If the original contracts by the State and the U.S. & G. Co. are not fullfilled by this time - Immediate action will be taken to protect my interest and recover all damages that have been done and caused and are developing daily.

You need to understand that I have confronted Mr. Scholfield and Mr. Watson seperatley about the problems as they became apparent and was told the same thing by both men.

"Look what was done for you in your back yard"
(Dirt hauled in to fill a hole)

"Look what was given to you for your drive way"
(We hauled excess gravel onto our drive way)

and my complainents were not addressed or taken care of.

PLEASE hear our cry for Justice"

You have come TO us and ON TO our property and INTO our lives and it is your responsibility to be honorable and fulfill all obligations that you have created.

Looking forward to having the job finished in good faith A.S.A.P.

Thank you kindly.

Sincerely,

The Roy Eby Family

Roy W. Eby

Copies to: Or. State Highway Dept.
Umpqua Sand & Gravel
Luoma, Kelley, Wolde, & Mays Attorneys at Law.

(E)

Umpqua Sand & Gravel Co.

640 SHADY DR. • DIAL 672-7723
ROSEBURG, OREGON 97470

Please reply to: P. O. Box 2270
Roseburg, Oregon 97470

August 24, 1982

Roy W. Eby
Antonia S. Eby
Star Route Box 142
Winston, Oregon 97496

A. L. Jennie
3721 3721 Joe St.
Roseburg, Oregon 97470

Re: Property for Fill

Stach Construction Company and Umpqua Sand & Gravel, Inc. need a place to deposit excess excavation and debris.

Mr. and Mrs. Eby desire to have their property filled in the general location outlined on the enclosed map.

As a result, Stach and Umpqua will fill the property to the extent excess material is available. Debris will be placed on the bottom of the fill and covered. The fill area will be reasonably graded and cat compacted.

Sincerely,

UMPQUA SAND & GRAVEL, INC.

By Otis Jordan
Otis Jordan

OJ/jj

ACCEPTED AND AGREED TO

Roy W. Eby

Antonia S. Eby

A. L. Jennie

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
1058 W. HARVARD BLVD., ROSEBURG, OREGON 97470 PHONE 440-3383

D

September 25, 1981

IN REPLY REFER TO
FILE NO:

File No: 51417
Name : Jennie
Section: Shields Cr.-Muns Cr.
Highway: Coos Bay-Roseburg
County : Douglas

Mr. Roy Eby
Box 142, Highway 42
Tenmile, OR 97481

Dear Mr. Eby:

The verbage in the deed that you are concerned about, with reference to the channel change, means only that you would not bring suit against the State should we have a need to come on the easement area at some future date to repair or maintain it.

It does not mean that the State would hold you responsible for something that the Highway Division did that may cause some harm to some other person. Also, if the State should inflict some damage to your property beyond the rights conveyed in the deed, the State would be libel to you.

I would agree that the verbage concerning the channel change is a bit confusing. We do not plan to change the stream bed of the creek. What we want to do is slope the bank and riprap with rock. The Highway Division has no right to go outside the easement area onto your property for anything. The riprap will be laid about 53 feet upstream from the bridge and on the east side of the creek. You will note from the enclosed construction plan that this is about 18 feet from the north boundary of the easement line.

The usable land area inside the easement may be used by you for lawn, garden, pasture, etc. You would not, of course, be permitted to remove the riprap. I see protection for your property as well as the highway because of the riprap.

Sincerely,

Robert Simpson

Robert Simpson
Right of Way Agent

RS:mr
Enc.
cc: J. B. Boyd

FORM 734-1829

9431

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-24-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-14(10)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Douglas
	5. ITEM NO. 10050	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3/11/82	Primary 14	Primary 35

10. GENERAL LOCATION:

Shields Creek - Muns Creek

11. GENERAL DESCRIPTION OF WORK

Furnish and install raised pavement markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 3/11/82 as requested in Mr. Keasey's letter of 3/19/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $450 Federal Funds $397.

MAR 29 '82

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/24/82	G K Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9431

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	State
MONTHLY TRANSACTION NO. 3.32	FEDERAL HIGHWAY ADMINISTRATION	Oregon
	FEDERAL-AID PROJECT AGREEMENT	County Douglas
	2/24/82	F-14(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Shields Creek - Muns Creek

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-6-82	0.449
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$760,058.00	$ 670,220.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Agency)

By [signature]

Asst. State Highway Engineer
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator FEB 24 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

file

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 8, 1982

FEDERAL AID PROJECT
No. F-14(10)

SHIELDS CREEK-MUNS CREEK SECTION
COOS BAY-ROSEBURG HIGHWAY
DOUGLAS COUNTY

PROJECT AGREEMENT ESTIMATE

Type Code 6204
Roadway (Sta. 1989+00 to Sta. 1995+52)(Sta. 1996+19 to Sta. 2005+95)
(Sta. 2006+59.5 to Sta. 2014+00)

Mobilization	(74 %)	All Required	$ 29,970.00
Temporary Protection and Direction of Traffic		All Required	8,000.00
Temporary Signs	204 Sq. Ft.	6.50	1,326.00
Temporary Barricades	6 Each	80.00	480.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	200 Lin. Ft.	6.00	1,200.00
Temporary Guardrail, Type 1A, Reflectorized	150 Lin. Ft.	9.00	1,350.00
Temporary Plastic Safety Markers	18 Each	100.00	1,800.00
Temporary Delineators, Type 2	14 Each	10.00	140.00
Flagmen	700 Hour	24.00	16,800.00
Temporary Reflective Pavement Markers	168 Each	8.00	1,344.00
Clearing and Grubbing		All Required	6,400.00
Removal of Structures and Obstructions		All Required	3,700.00
Ditch Excavation	122 Cu. Yd.	10.00	1,220.00
General Excavation	14,320 Cu. Yd.	2.60	37,232.00
Toe Trench Excavation	325 Cu. Yd.	14.00	4,550.00
Granular Embankment	570 Cu. Yd.	6.00	3,420.00
Trench Excavation	377 Cu. Yd.	10.00	3,770.00
Finishing Roadbed and Slopes		All Required	2,300.00
Watering	190 M-Gal.	2.50	475.00
Cement Treated Base Mixture	9,500 Ton	9.60	91,200.00
Portland Cement in CTB Mixture	525 Ton	87.00	45,675.00
Asphalt in Seal	18 Ton	247.00	4,446.00

Aggregate Shoulders	2,800	Ton	6.50	18,200.00
Class "B" Asphalt Concrete	3,300	Ton	30.00	99,000.00
Membrane Waterproofing	615	Sq. Yd.	14.00	8,610.00
12-inch Culvert Pipe	66	Lin. Ft.	8.00	528.00
18-inch Culvert Pipe	470	Lin. Ft.	13.73	6,453.10
6-inch Drain Pipe	606	Lin. Ft.	3.40	2,060.40
Filter Fabric	606	Sq. Yd.	1.50	909.00
Gravel in Drains	66	Cu. Yd.	17.34	1,144.44
Guardrail, Type 2A	1,325	Lin. Ft.	10.50	13,912.50
Guardrail, Type 3	200	Lin. Ft.	22.00	4,400.00
Guardrail Anchors, Type 1	12	Each	310.00	3,720.00
Rail End Pieces, Type C	12	Each	85.00	1,020.00
Extra for Asphalt Approaches	8	Each	125.00	1,000.00
Loose Riprap, Class 50	966	Cu. Yd.	17.00	16,422.00
Rock Gabions	20	Cu. Yd.	32.00	640.00
Delineators, Type 2	28	Each	10.00	280.00
Concrete Inlets, Type G-2M	1	Each	575.00	575.00
				$445,672.44

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,000.00
Temporary Pavement Striping	All Required	1,000.00
Temporary Erosion Control	All Required	2,000.00
Roadside Seeding and Mulching	All Required	500.00
On-the-Job Trainees	All Required	800.00
		$ 5,300.00
	SUBTOTAL	$450,972.44
	Engineering	60,881.56
	TOTAL	$511,854.00

Type Code X080
Structure, Bridge #855A (Sta. 1995+52 to Sta. 1996+19)

Mobilization	(13 %)	All Required	$ 5,265.00
Bridge Removal Work		All Required	5,000.00
Shoring, Cribbing, Etc.		All Required	1,500.00
Structure Excavation	340 Cu. Yd.	12.00	4,080.00
Structure Excavation Below Elevations Shown	20 Cu. Yd.	20.00	400.00
Structural Concrete Class 3300 (85 CY)		All Required	22,500.00
4'x65'/70' Prestressed Slabs	11 Each	4,800.00	52,800.00
Reinforcement (13,600 lbs)		All Required	7,200.00
Reinforced Concrete Bridge End Panels	220 Sq. Yd.	64.00	14,080.00
			$112,825.00

Type Code X080
Structure, Bridge #808A (Sta. 2005+95.5 to Sta. 2006+59.5)

Mobilization	(13 %)	All Required	$ 5,265.00
Bridge Removal Work		All Required	5,000.00
Shoring, Cribbing, Etc.		All Required	1,500.00
Structure Excavation	270 Cu. Yd.	12.00	3,240.00
Structure Excavation Below Elevations Shown	20 Cu. Yd.	20.00	400.00
Structural Concrete, Class 3300 (80 CY)		All Required	21,000.00
4'x60'/65' Prestressed Slabs	11 Each	4,600.00	50,600.00
Reinforcement (12,500 lbs)		All Required	6,500.00
Reinforced Concrete Bridge End Panels	193 Sq. Yd.	64.00	12,352.00
			$105,857.00
		Structures	$218,682.00
		Engineering	29,522.00
		TOTAL	$248,204.00

Length of Roadway ---------- 0.424 mi.
Length of Structures ---------- 0.025 mi.
TOTAL 0.449 mi.

Cost of Roadway Per Mile ----------$1,207,202.83

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$511,854.00	$451,353.00	$ 60,501.00
Structures	248,204.00	218,867.00	29,337.00
TOTAL	$760,058.00	$670,220.00	$ 89,838.00

Group 1 100 %
Contract No. 9431
Prefix: 10-1946
Prefix: 10-1009

943

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-6-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-14(10)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10050

2A. COUNTY NAME: Douglas

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 1/6/82

8. FEDERAL ROUTE NUMBER: Primary 14

9. STATE ROUTE NUMBER: Primary 35

10. GENERAL LOCATION:

Shields Creek - Muns Creek Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain, high type pavement and structures

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Perm. & Temp. Pavement Striping S.F. $2,000
Remove Pavement Striping S.F. $2,000
Temporary Erosion Control $500
on the job training $800

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1/4/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $968,303 Federal Funds $862,660.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HIGHWAY DIV.
JAN 13 '82
REFER TO
DIST.
Info. Invest. Rec. Ack. File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/6/82	for D. K. Swan	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9431

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RF-29(27)
Shields Creek - Muns Creek (Unity)
(Your DES 23, 808A, 855A)

Date: July 6, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. Walter J. Hart, Bridge Engineer

Please consider a "superspan" alternate with a cast-in-place collar at the inlet end as an alternate to the Mums Creek structure. We feel it will be quite competitive.

Also, we feel the site at Shields Creek lends itself to the "superspan" type but we wonder if there is enough depth to develop the design. Please let us know if this is possible.

The proposal outlined in Mr. Wallace's May 18, 1981, letter is approved, subject to the above consideration.

For Dale E. Wilken

cc:
OSHD (W J Hart, Br)
OSHD (L L Wallace, Br)

RECEIVED
STATE HWY ENGR
JUL 7'81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9431

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Roseburg, Or.
June 19, 1981

M. G. Havig

FROM: M.G. Havig

SUBJECT: Meeting with regional fish biologist
Muns Cr. - Shields Cr. Unit
Coos Bay - Roseburg Highway
Douglas Co.

TO: MEMO TO FILE

I met with Regional Fish Biologist Dave Anderson, Monday, June 15, 1981 on the subject job site.

We reviewed the ends of the proposed structures as staked. We also reviewed again the channel work through the structure area, only in a little more detail this time. We looked at the N.E. creek area on Muns Creek we intend to peel back and rip-rap, and Shields Creek bank on the S.E. corner through the proposed gabion wall area.

We also reviewed again the proposed detour crossings of the two creeks.

His requests were as follows:

1. Shape the channel on the new work area so as to maintain a pool of water approximately the same depth as existing, thr ough the structure area.

2. Use some kind of temporary diking around the channel work area to reduce siltation, ie. sand bags.

3. Use clean material for fill through the creek area on the temporary detours, ie. open quarry rock.

4. He also advised we would probably be limited to their standard work period of time June 15 to Sept 15 for any channel work. Although he did indicate if clean rock were to be used on the temporary detour areas, the detour work could probably begin somewhat earlier than the June 15th date.

Permits from Div. of State Lands will be required for this work.

REFERRED TO
Board Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Lou
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

4 Versteeg
Anderson
Chris
3 Sullivan
Termin
2

RECEIVED
JUN 22 1931
ROAD DESIGN SECTION

Bring to Action

Cuno

9431

4.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
808A
855A

May 18, 1981

Dale Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, OR 97301

NOTED
E. S. HUNTER

Shields Creek BR 808A
Muns Creek BR 855A
Shields Creek - Muns Creek (Unity)
Coos Bay - Roseburg Highway No. 35
Douglas County

Enclosed are two reduced prints of Drawings 35657, 35577 35679 and 35576 which are the preliminary plan and elevation drawings and vicinity maps for these structures. Also enclosed are two copies of the foundation and hydraulic reports for each of these structures.

Both bridges are on tangent alignment, and the roadway width is in accord with the standards governing the project. Span lengths furnish the waterway areas required by the hydraulic studies.

Alternates considered were 3 span - 15" slab bridges at a larger estimated cost, and multiplate superspans which would require extensive foundation work and cost approximately the same as the single span bridges submitted.

The estimated costs of these structures, including allowances for engineering and contingencies are $112,000 for Shields Creek and $125,000 for Muns Creek.

RECEIVED
TECHNICAL SERVICES
MAY 19 81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Apl | File

m 734-4122

We request your approval of our preliminary plans and your concurrence that this project is eligible for FA funding.

Walter J. Hart
Bridge Engineer

L. L. Wallace

L. L. Wallace
Assistant Bridge Engineer

Enclosures

cc: E. S. Hunter
D. H. Moehring
Lyle Watson /w/enclosures
Alfred Shirley, Jr. /w/enclosures
Gary Potter /w/enclosures

9431

35

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Or.

May 6,1981

FILE:

FROM: M.G. Havig
Res. Eng'r.

TO: T.G. Thompson
Supervising Structural
Design Eng'r.

SUBJECT: Shields Creek Bridge 808A
Muns Creek Bridge 855A
Shields Creek - Muns Creek (Unit 4)
Coos Bay - Roseburg Highway
Douglas County

As per your request we have staked the subject structures. Bridge 855A, Muns Creek appears to be O.K., however we recommend a few changes on Bridge 808A, Shields Cr.

The S.W. corner of bridge 808A, fell too close to the edge of the creek. We recommend increasing the skew angle of the structure approximately 6° to 69° 00'. However, by increasing the skew it appears we cut down on the channel area a little bit, so we recommend extending the length on the west side apprx. 2.0 feet. By shifting the N.E. corner of the structure 0.05 feet ahead on stationing and using that corner as a pivot point it will shift the S.E. corner 5.05 feet back on stationing, the N.W. corner 2.05 feet back on sta tioning and the S.W. corner 7.05 feet back on stationing. The additional skew angle should help the flow of the creek.

On our original submittal we showed we needed a wall of some kind to extend from the S.W. Corner upstream along the bank of the creek. We still need something (it appears a gabion wall would work nicely) constructed from the S.W. corner upstream apprx. 29 feet before a 1½:1 slope with rip-rap will catch on bank of creek.

We are returning one set of preliminary plans marked in red pencil showing our proposed hanges. A couple of pictures of the S.W. Corner are also enclosed.

Also it appears the preliminary plans put out by Road design had the skew angle reversed on the two structures.

cc: Jim Gix
Road Design

REFERRED TO

Deard — Stoudenmeyer
Cole — Hansen — Mann
Eriksen — Watson
Hagor — Dorn — Lau
Return — Discuss — Do — File Copy — Due
BY FINAL DESIGN ENGINEER

1 Versteeg
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY - 7 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

94181

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-7-80

FEDERAL AID PROJECT NO.: (illegible)-14(8)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division, Salem, OR

PROGRAM NO.:

COUNTY NAME: Douglas

ITEM NO.: 10050

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

11-17 orig

RECEIVED
STATE HWY ENGR
NOV 17 '80
REFER TO Maehrens
FOR
Info | Invest | R/D | [illegible] | Sign | Act | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 11-7-80

FEDERAL ROUTE NUMBER: Primary 14

STATE ROUTE NUMBER: Primary 35

GENERAL LOCATION:

Shields Creek - Muns Creek Section

GENERAL DESCRIPTION OF WORK:

Right of Way

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11-3-80, you are now authorized to proceed with all phases of right of way acquisition for files 51414 through 51418 and files 51533 through 51539 as shown on R/W map 9B-17-11 at a TEC of $70,000 - Federal funds $61,705. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-7-80	Henry V. Hirsch	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-885

9431

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

November 3, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10050
Project No. F-14(8)
Shields Creek-Muns Creek Section
Douglas County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way roll map 9B-17-11 for subject project.

I request authorization to proceed with the actual acquisition of the right-of-way at an estimated total cost of $70,000 with an obligation of $61,705 in federal funds. The right of way to be acquired is as outlined in red on right-of-way map 9B-17-11.

Relocation assistance consists of moving of personal property from a shed on file 51536.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bke
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

9431

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 8
LOC 11 #35

TO: F I L E

DATE: September 24, 1980
R E V I S E D

FROM: Gene M. Finley
Gene M. Finley
Hydraulic Specialist

SUBJECT: Muns Creek (M.P. 61.80) and
Shields Creek (M.P. 62.00) Bridges
Coos Bay-Roseburg Highway
Douglas County

For the above subject bridges only, this report supersedes the original report dated August 5, 1970.

The proposed project will replace a 78-foot long, five-span timber structure (Muns Creek) and a 66-foot long, four-span timber structure (Shields Creek) on the same alignment. A detour around each structure is also proposed.

HYDROLOGY

Muns Creek (north-south tributary of Shields Creek) and Shields Creek (west-east tributary of Tenmile Creek) drain areas above the proposed bridge sites of 6.1 and 8.7 square miles, respectively. Since no stream gage data are available for these creeks, the Middle Coast Basin design chart contained in the OSHD Hydraulics Manual was used to determine the frequency vs. discharge relationship listed below.

Recurrence Interval	Peak Discharge Muns Creek	Peak Discharge Shields Creek
100-year	1,500 cfs	2,150 cfs
50-year	1,310 cfs	1,900 cfs
25-year	1,150 cfs	1,600 cfs
10-year	930 cfs	1,350 cfs
5-year	780 cfs	1,100 cfs

Field personnel determined from local residents the following high-waters just upstream from the bridge sites.

Versteeg
Anderson
Christensen Copy
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

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SEP 26 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

Contains Recycled Material

	1970 Highwater Elevation (MSL)	1965 Highwater Elevation (MSL)
Muns Creek	769.6 feet	----
Shields Creek	762.2 feet	762.2 feet

It is estimated that the 1965 highwater, the worst in 38± years, represented the 40± year flood with peak discharges of 1,250 cfs (Muns Creek) and 1,800 cfs (Shields Creek).

HYDRAULIC DESIGN

The 50-year floods with peak discharges of 1,310 cfs (Muns Creek) and 1,900 cfs (Shields Creek) were chosen as the design floods.

For design purposes, the following types of structures were investigated.

Muns Creek (35° skew)	Shields Creek (15° skew)
70-foot three-span bridge with 1 1/2:1 end slopes	65-foot three-span bridge with 1 1/2:1 end slopes
67-foot single-span bridge with 1 1/2:1 end slopes	62-foot single-span bridge with 1 1/2:1 end slopes
25'-2" x 13'-2" high profile multi-plate super-span	34'-5" x 13'-3" low profile multi-plate super-span

It is suggested that the detour structures for both Muns and Shields Creeks provide a waterway opening of at least 28 square feet.

MUNS CREEK

The following tabulation compares the proposed structures to the existing structure for the 50- and 100-year floods. It should be noted that the proposed structures maintain status quo for highwater along upstream embankments.

MUNS CREEK

PROPOSED FINISH GRADE ELEVATION 777.2 ± FEET

	50 - YEAR FLOOD				100 - YEAR FLOOD			
	25'2"x13'2" Super-Span	67-Foot Single-Span	70-Foot Three-Span	Existing Structures	25'2"x13'2" Super-Span	67-Foot Single-Span	70-Foot Three-Span	Existing Structures
Design Highwater Elevation (MSL)	769.5 ft	769.6 ft	769.6 ft	769.4 ft	769.9 ft	770.0 ft	770.0 ft	769.8 ft
Highwater along upstream embankments (MSL) inc. backwater	770.1 ft	770.0 ft	770.1 ft	770.1 ft	770.6 ft	770.6 ft	770.6 ft	770.6 ft
Normal Area below Design Highwater	195 ft^2	190 ft^2	200 ft^2	275 ft^2	205 ft^2	200 ft^2	210 ft^2	300 ft^2
Average Velocity	6.8 fps	7.0 fps	6.7 fps	4.8 fps	7.4 fps	7.5 fps	7.2 fps	5.0 fps

The estimated normal areas (195 square feet and 205 square feet, indicated above) for the proposed high profile, super-span structure assumes a 25+ foot wide channel bottom under the arch at elevation 761± feet, the approximate flow line.

SHIELDS CREEK

The following tabulation compares the proposed structure to the existing structure for the 50- and 100-year floods. It should be noted that the proposed structures maintain status quo for the high-water along upstream embankments.

SHIELDS CREEK

PROPOSED FINISH GRADE ELEVATION 767.5 ± FEET

	50 - YEAR FLOOD				100 - YEAR FLOOD			
	34'5"x13'3" Super-Span	62-Foot Single-Span	65-Foot Three-Span	Existing Structures	34'5"x13'3" Super-Span	62-Foot Single-Span	65-Foot Three-Span	Existing Structures
Design Highwater Elevation (MSL)	762.4 ft	762.5 ft	762.5 ft	762.4 ft	763.0 ft	763.1 ft	763.1 ft	763.0 ft
Highwater along upstream embankments (MSL) inc. backwater	762.8 ft	762.6 ft	762.7 ft	762.8 ft	763.4 ft	763.4 ft	763.3 ft	763.4 ft
Normal Area below Design Highwater	330 ft^2	320 ft^2	340 ft^2	400 ft^2	360 ft^2	350 ft^2	370 ft^2	440 ft^2
Average Velocity	5.8 fps	6.0 fps	5.7 fps	4.7 fps	6.0 fps	6.2 fps	5.9 fps	4.9 fps

Rev. 9/26/80

The estimated normal areas (330 square feet and 360 square feet, indicated above) for the proposed low profile, super-span structure assumes a 34^{+} foot wide channel bottom under the arch at elevation $751^{\pm}$ feet, the approximate flow line.

RIPRAP

It is suggested that the fill slopes be protected with a one-foot blanket of class 50 loose riprap with a toe trench. A filter blanket will not be required.

GMF:ge

cc: Frank Terpin w/att.
W. J. Hart "
D. Christensen "
Jack Davis "
Gary Potter "
H. Schell (FHWA) "
A. Shirley "

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1965)
Discharge - cfs / m^3/s	1310	1500	1250
Frequency - yrs.	50	100	40
H.W. Elevation Natural Channel ft. / m.	769.6		
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	6.7		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 70-Foot Three-Span Bridge
with 1.5:1 end slopes

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

MUNS CREEK BRIDGE
COOS BAY-ROSEBURG HIGHWAY
DOUGLAS COUNTY

COMPILED BY:	DATE:
CLIFF M. FINLEY	SEPTEMBER 24, 1970

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1965)
Discharge - cfs / m^3/s	1310	1500	1250
Frequency - yrs.	50	100	40
H.W. Elevation Natural Channel ft. / m.	769.6		
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	7.0		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 67-Foot Single-Span Bridge
with 1.5:1 end slopes

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

MUNS CREEK BRIDGE
COOS BAY-ROSEBURG HIGHWAY
DOUGLAS COUNTY

COMPILED BY:
GENE M. FINLEY

DATE:
SEPTEMBER 16,1980

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1965)
Discharge - cfs / m^3/s	1310 / -	1500	1250
Frequency - yrs.	50	100	40
H.W. Elevation Natural Channel ft. / m.	769.5		
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	6.8		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 25'-2"x13'-2" High Profile Multi-Plate Super-Span

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

MUNS CREEK BRIDGE
COOS BAY - ROSEBURG HIGHWAY
DOUGLAS COUNTY

COMPILED BY:	DATE:
GENE M. FINLEY	SEPTEMBER 16,1980

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1965)
Discharge - cfs / m^3/s	1900	2150	1800
Frequency - yrs.	50	100	40
H.W. Elevation Natural Channel ft. / m.	762.5		
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	5.7		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 65-Foot Three-Span Bridge
with 1.5:1 end slopes

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

SHIELDS CREEK BRIDGE
COOS BAY-ROSEBURG HIGHWAY
DOUGLAS COUNTY

COMPILED BY:

DATE:

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1965)
Discharge - cfs / m^3/s	1900	2150	1800
Frequency - yrs.	50	100	40
H.W. Elevation Natural Channel ft. / m.	762.5		
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	6.0		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 62-Foot Single-Span bridge with 1.5:1 end slopes

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

SHIELDS CREEK BRIDGE
COOS BAY-ROSEBURG HIGHWAY
DOUGLAS COUNTY

COMPILED BY:	DATE:

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (1965)
Discharge - cfs / m^3/s	1900 / -	2150	1800
Frequency - yrs.	50	100	40
H.W. Elevation Natural Channel ft. / m.	762.4		
H.W. Elevation Channel Change ft. / m.			
Average Velocity fps / mps	5.8		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 34'-5"x13'-3" Low Profile Multi-Plate Super-Span

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

SHIELDS CREEK BRIDGE
COOS BAY- ROSEBURG HIGHWAY
DOUGLAS COUNTY

COMPILED BY:	DATE:
GENE M. FINLEY	SEPTEMBER 16,1980

9431

4,

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H. S. COULTER

APPLICANT: OR DOT - HWY DIV

PROJECT TITLE: Shields Cr- Muns Cr

DATE: 9/9/80

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
SEP 10 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

[XX] No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~ XXXX

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
AUG 12 1980
DIVISION OF STATE LANDS
AUG 15 1980

P N R S STATE REVIEW

Project #: 8008 2 400 Due Date: SEP 05 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By E.H.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

AUG 28 1980

P N R S STATE REVIEW

Project #: 8008 2 400 City of Athena Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

This office supports this request as these water improvements will improve fire protection for the occupants and property owners in the community.

Agency Fire Marshal Division By Clyde W. Centers

4451

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 8, 1980

NOTED
H. S. COULTER

In Reply Refer to
File No.:
PRO 6-5

TO Executive Department
Federal Aid Coordination Unit

Umpqua Regional Council of
Governments
Room 310 Courthouse
Roseburg, OR 97470

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 6
Section: Shields Cr.-Muns Cr.
Highway: Coos Bay-Roseburg OR-42
County: Douglas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be September 12, 1980.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg(3)
Gary Potter
W. J. Hart
Reg. 3 Engr: A. Shirley
Dis. 6 Engr: J.C. McCormick
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
AUG 11 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT: Department of Transportation [45] | 46] DIVISION: Highway [79

03 12] APPLICANT ADDRESS STREET: Transportation Building [45] | 46] CITY: Salem [60] | 76] ZIP: 97310 [80

04 12] CONTACT PERSON: D.E. Swan [45] | 46] AREA CODE: 503 [48] | 49] PHONE: 378 [55] | 56] EXTENSION: 6563 [59

01 12] PROJECT TITLE: Shields Cr.-Muns Cr. [71

11 12] PROJECT LOCATION—CITY: Coos Bay-Roseburg Hwy. OR-42 | PROJECT LOCATION—COUNTY: Douglas | PROJECT LOCATION [79 SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This project will replace two old (ca. 1922) wooden trestle bridges carrying [71

07 12] ORE 42 over Muns (Suicide) and Shields Creeks. The approaches to both [71

08 12] structures and the intervening 1000 feet of roadway will also be upgraded. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
851,500	-----	148,500	-----	-----	1,000,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71

15 12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [X] 29 No [ ] 30 Date: August 8, 1980

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: September | 43] DAY [44: 12 | 45] YEAR [46: 1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: August 8, 1980

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL
First Year	%____	$_____	%____	$_____	%____ $_____
Second Year	%____	$_____	%____	$_____	%____ $_____
Third Year	%____	$_____	%____	$_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

RF-29(27)

A. Project Identification:

Date August 4, 1980

Section Muns Creek-Shields Creek
City -- Hwy. No. 35
Highway Coos Bay-Roseburg
Begin M.P. 61.64 Length 0.5 miles
County Douglas
Program Estimate $1 million (1981)
Region III
Funding Source FAP

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

This project will replace two old (ca. 1922) wooden trestle bridges carrying ORE 42 over Muns (Suicide) and Shields Creeks. The structures are becoming increasingly dilapidated and are in need of substantial repair or replacement. Since they are both obsolete and very narrow (22 feet), they will be replaced. The approaches to both structu and the intervening 1000 feet of roadway will also be upgraded.

This project comprises the easternmost 0.5 mile of the 11 mile-long Mystic Creek-Muns Cree Section which is addressed by a preliminary FEIS of that title. Since that project is indefinitely delayed, pending the outcome of archeological investigation and perhaps salva work, these two structures are being advanced as a separate project.

C. Recommended Project Category and Documentation:

Project Category	Documentation
1	Draft and Final EIS
2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

- ☐ Wetlands Finding
- ☐ Cultural Resource Survey
- ☐ Section 106 Procedures
- ☒ Noise Study Report
- ☐ Indirect Source Construction Permit
- ☐ Section 4(f) Determination

Basis for Recommended Category:

Since the project is a replacement and upgrading of two small rural structures, and since no significant impacts are anticipated, a Categorical Exclusion is being recommended

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved, Gravel)	yes, gravel	yes, paved
Average Daily Traffic (Volume/Year)	2900 (1978)	4950 (1998)
Alignment (New, Combined, Existing)	--	combined
Speeds (Posted/Estimated)		55

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	5.2
Estimated Number of Parcels	10
Residential Relocation (No.)	none
Business Relocation (No.)	none

See item 2, below.

2. Estimated Impact on Land Use:

No significant impact. The roadway and structures will be widened somewhat resulting in the clearing of some roadside vegetation and a moderate reduction in setbacks for a limited number of residences. Existing accesses will be maintained.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Since the project will only replace and widen two bridges, along with widening the intervening roadway, no changes are anticipated in volumes or traffic patterns. Safety should be enhanced, however.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

The project will involve the installation of two temporary fill and culvert detours during low water, the removal of the two existing structures, construction of new structures, clearing of the proximate streambed and armoring the abutments with about 2,000 cy of class 700 riprap.

Impacts are expected to be local in scale and short in duration. Furthermore, the bridges are located on the upper reaches of two relatively small streams.

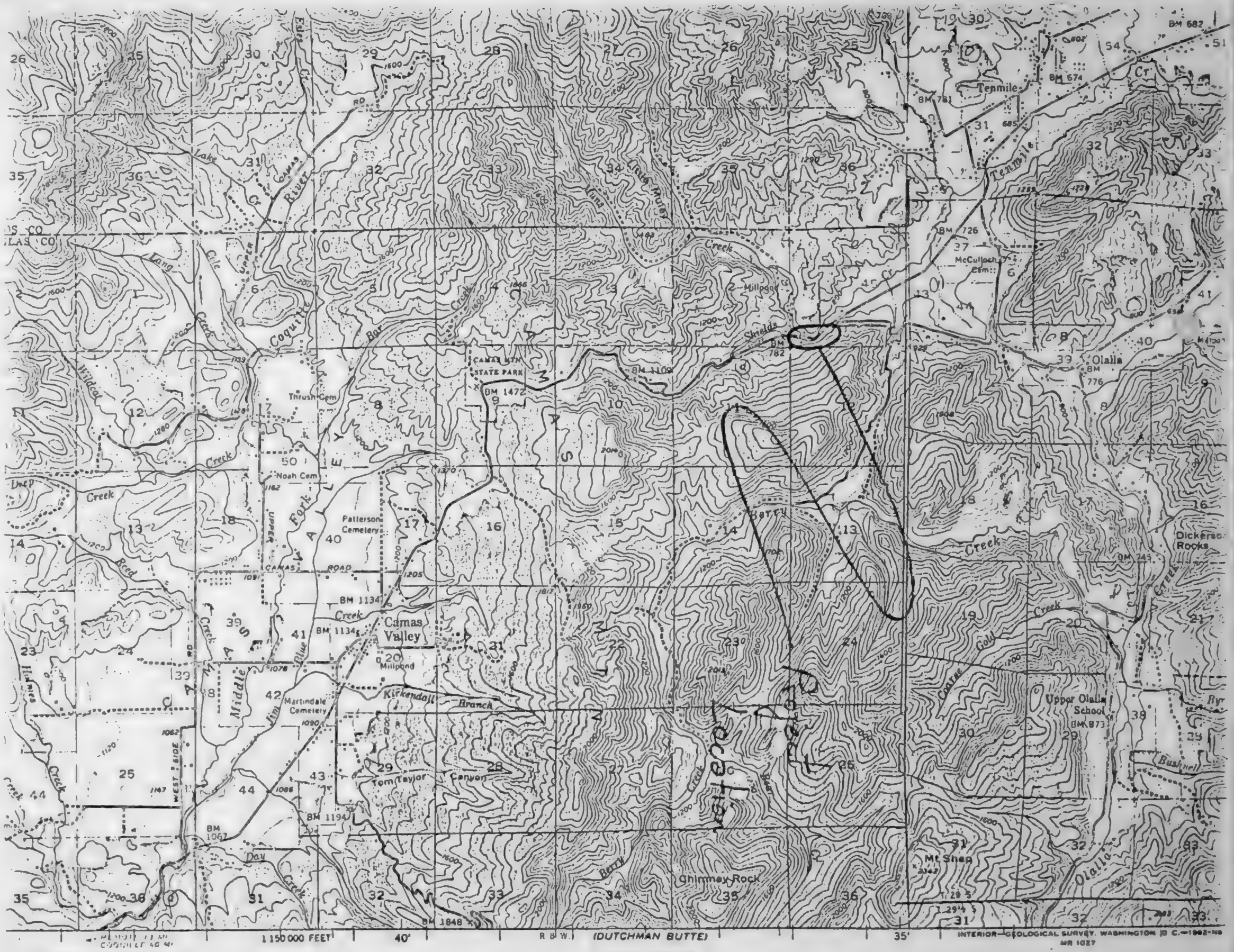
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

Three archeological sites are known to exist in the general project vicinity. They are not thought to be significant, but they are being examined and tested (under Phase II exploration) for confirmation of this presumption.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

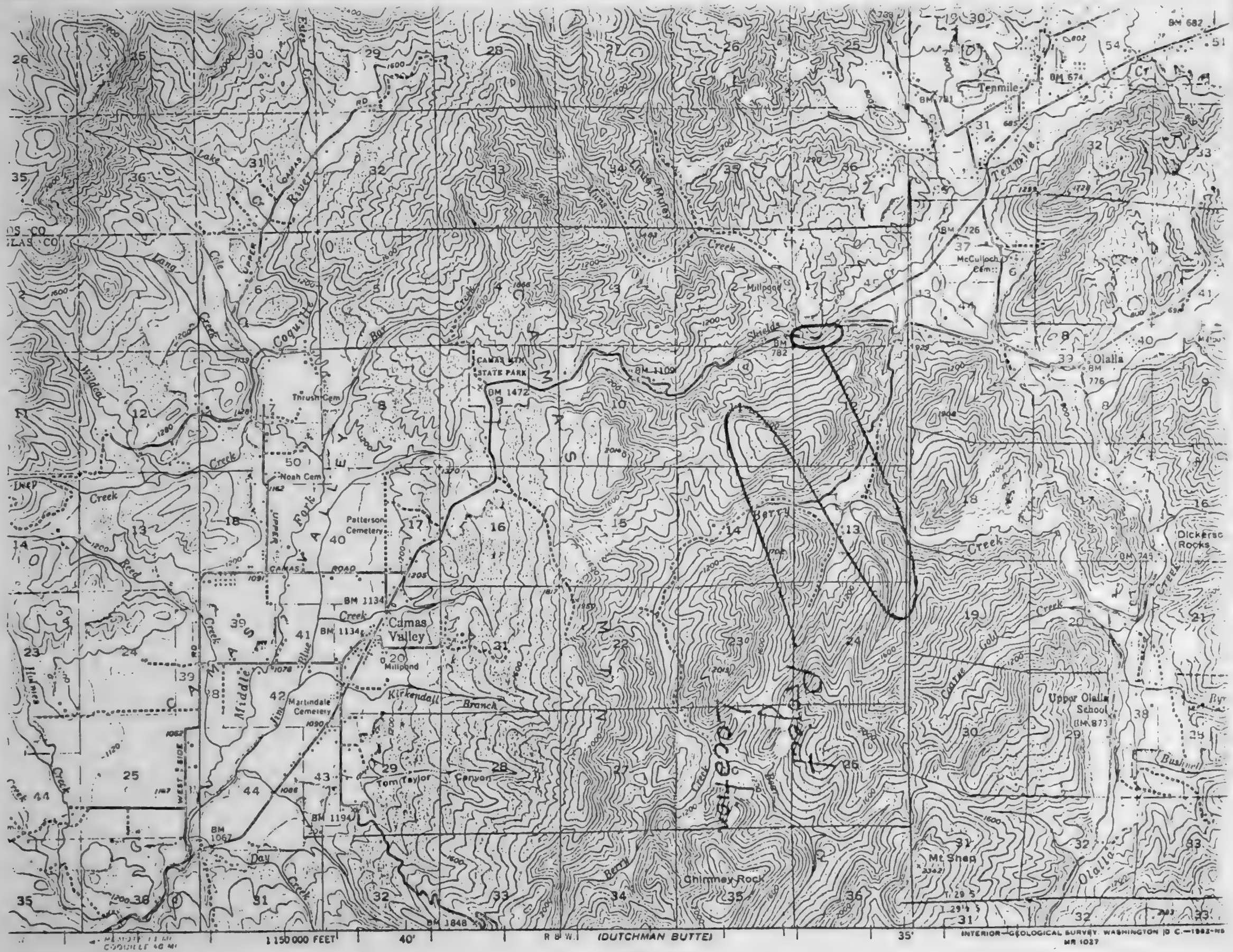
Maintenance of water quality and minimization of stream impact. These aspects will be coordinated with the agencies involved.

Name of Preparer and Phone Number: Eb Engelmann (378-8486)



published by the Geological Survey

SCALE 1:62500



published by the Geological Survey

SCALE 1:62500

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FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

June 3, 1980

FROM: ROGER E. PATITZ
Region Design Engineer

TO: George C. Wills
Location Field Engineer

SUBJECT: Muns Cr.-Shields Cr. Section
Coos Bay-Roseburg Highway
Douglas County
Prefix 10-1946

A field check has been made of the proposed realignment of Olalla Road as shown by your sketch and X-sections. We concur that shifting the alignment to eliminate the sliver cut is desirable and recommend the new alignment be used.

rep/cw

cc M. G. Havig
J. H. Versteeg

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 4 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

9431

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Form 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

March 14, 1980

FILE: LOC 17

FROM: ROGER E. PATITZ
Region Design Engineer

TO: MEMO TO THE FILE

SUBJECT: Proposed Olalla Rd. Connection
Muns Cr.-Shields Cr. Unit
Coos Bay-Roseburg Highway
Douglas County
Prefix 10-1946-901

Thursday, March 6, 1980, a meeting was held with Douglas County Dept. of Public Works concerning a new connection to Olalla Road. In attendance were Ken Erickson, Jim Gosson and Warren Poland for Douglas County and Jim Gix, Marty Havig and Roger Patitz for OSHD.

Plans for the proposed new county road connection and OSHD proposed connection at Sta. 2011+10 were reviewed and discussed. The county proposal is located 0.7 miles easterly of the present connection. Subject connection will come in on a level grade on a long tangent section and will be a major improvement over the existing in regards to alignment, grade and sight distance. It will be the access to the new Berry Creek Dam recreation area and will be signed accordingly. However, construction is not planned until later than that scheduled for the Muns Cr.-Shields Cr. Section.

Construction of this new connection will permit downscoping of the OSHD proposal at Sta. 2011+10. A paved width of 24 ft. with 55' radii is recommended on the alignment shown on project detail map. This will adequately serve the probable users without encouraging its use as a primary connection.

A new road approach to the property at Sta. 2005+00± should be constructed and that portion of the old county road between 2005+00 and 2011+00± should be obliterated.

rep/cw
Attach.
cc J. H. Versteeg
M. G. Havig

Versteeg
Anderson
Christensen
Olson
Sullivan
Torpin
Trout
Wakarlig

RECEIVED
MAR 17 1980
ROAD DESIGN SECTION

Do Not File
Return To
Bring by
Action

RW DESCRIPTIONS SEC IS WORKING ON PROJECT. THEY WILL COORDINATE WITH F. ROBERTS, DESIGNER IN DRAFTING ROOM.

NOTED
G. C. WILLS

DOUGLAS COUNTY

DEPARTMENT OF PUBLIC WORKS

KENNETH ERICKSON, DIRECTOR
ROOM 219 -- COURTHOUSE
ROSEBURG, OREGON 97470
(503) 673-1111, EXT. 208

W.C. "BILL" BOWNE
SPECIAL STUDIES
JUSTICE BUILDING, ROOM 103
EXT. 481

JAMES F. GOSSON, ASST. DIRECTOR
ENGINEERING
JUSTICE BUILDING, ROOM 103
EXT. 481

H. NILE HOOVER, ASST. DIRECTOR
HIGHWAY MAINT. & CONST.
2586 N. E. DIAMOND LAKE BLVD.
(503) 672-3391

March 11, 1980

Oregon State Highway Division
1523 S.E. Cobb
Roseburg, OR 97470

ATTENTION: Martin G. Havig

Re: Olalla-Coos Bay - County Rd. #140 (Ireland Rd.)

Gentlemen:

In response to your letter of February 14, 1980, and pursuant to our meeting on March 8, 1980, it is the recommendation of this Department that your project include the reconstruction of a connection to State Highway 42 similar to that shown on your exhibit map.

The county project being proposed by this Department of constructing a new connecting road from State Highway 42 to the intersection of county roads #140 and 141 will probably not materialize until your project is under construction. Based upon that assumption, it is our recommendation that you plan not to close that portion of Olalla-Coos Bay (Ireland) Road #140 easterly of your planned new connection.

If you should have any questions or wish to discuss further, please give me a call.

Very truly yours,

James F. Gosson

James F. Gosson, P.E.
Assistant Director
Dept. of Public Works

JFG:mh

cc: K. L. Erickson w/attachment
Warren Poland w/attachment

9431

Douglas 11

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

Feb. 14, 1980
Roseburg, Oregon

Reconnection of County Road

Mr. Jim Gasson
Asst. Dir. Public Works
Douglas Co.
Court House

It has come to my attention that Douglas County may be planning to build a new connection of Ireland Road, County Rd. 140, with Hwy 42 just west of Tenmile.

This office has just completed and sent to Salem a field survey from Muns Cr. (Suicide) to Shields Cr. which included a proposal to reconnect the existing connection of Ireland Rd. and Hwy 42 approx. 350 ft. to the east. (see attached sketch)

If the county is going to rebuild Ireland Road with a new connection east of its present location, we would like to propose to the county a request to close the existing intersection at Shields Creek. The existing portion of Ireland Road would have to remain open to serve existing accesses but could be terminated prior to its present intersection with Hwy 42.

There is some urgency to this request because we anticipate letting this section to contract Jan -Feb. 1981. We are anxious to know if your proposed project is indeed a definite project and if your contract date would be early enough to permit this to be done.

We respectfully request your consideration of this proposal and we are available to further discuss this with you at any time. Thank you.

Very truly yours
Martin G. Havig
Martin G. Havig
Region Locating Engr

cc: Region
Location
Rd Design ✓

REFERRED TO
Beard Stoudenmeyer
Cole Sample
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Verateeg
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
FEB 19 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

Bob

NOTED
ROBERT R. ROUNDS

Form 734-3122

2012+17
REMOVE 18" CONC & CMP PIPE 75-
INSTALL 18" CULV. PIPE 75-
TR. EXC. 30 C.Y.
DITCH EXC. 3 C.Y.
CONST. 6-2 INLET RT-1

"D" 2004+89.26 P.T.

RAY & GLADYS M.
339748

"D" 2005-25 - 2006+00
Const Guardrail
Type 3 25'
Type 2A 75'

D 2006+60 - 2007+60
Const Guardrail
Type 3 25'
Type 2A 75'

Type C End Piece
Type 1 Anchor

3/29/78
Sec 1 S.W. Cor DLC 45
N 527,583.75
E 1,172,858.28

2 Guardrail
Ex Conn

RAY M. STEVENS
339749

Type A End Piece
Type 2 Anchor

"C" 2311+10 P.O.T.
0.00 OLALLA RD
"D" 2011+10.00 P.O.T.

"P 12" 3+46.10 P.T.

"D" 2014+00 P.O.T.
END PROJECT

ROBERT

HWY 42 PROPOSED R/W

HOUSE

DET. 2006+00
30' Slope Easement
+ 40 DET. 2006+60

SHED

HSE

Match Exist Hwy

New Constr

Exist Olalla (Ireland) Rd

Type C End Piece
Type 1 Anchor

D 2006+60 - 2007+60
Const Guardrail
Type 3

Type C End Piece
Type 1 Anchor

2 Guardrail
Conn

Fd 3/8
N 527,
E 1,173,

D 2011
Rd C-

2012+17
REMOVE 18" Conc & CMP Pipe 48'
INSTALL 18" CULV. PIPE 75'
TR. EXC. 30 C.Y.
DITCH EXC. 3 C.Y
CONST. 6-2 INLET RT-1

"D" 2006+60 - 2007+60
Const Guardrail
Type 3 25'
Type 2A 75'

"D" 2005-25 - 2006+00
Const Guardrail
Type 3 25'
Type 2A 75'

Type C End Piece
Type 1 Anchor

2 Guardrail
Ea Conn

W. Cor DLC 45
83.75
258.28

Type A End Piece
Type 2 Anchor

"C" 2011+10 P.O.T.
0.00 OLALLA RD
"D" 2011+10.00 P.O.T.

"P 12" 3+46.10 P.T.

"D" 2014+00 P.O.T.
END PROJECT

ROBERT C. & DEPHIA
#75-115

To Roseburg

N 54° 17' 30" E

Bury End Type 2,
ReConnect
OLALLA Rd (Ireland)
1+25 - 4+25
Const Type 2A Guardrail 300'

"P 12" 7+63.00 P.T.

PROPOSED ELEV.

HWY 42

DET. 2006+00
30' SLOPES EASEMENT
+ 40 Rt

DET. 2007+00

Ditch

SHED

HSE

New Constr

Exist Olalla (Ireland) Rd

Match Exist. Co. Rd

Possible area to close County Rd

OLALLA RD

Ireland Rd

#740

Fd 3/8" Pk
N 527,513.65
E 1,173,965.91
3/30/79

Type C End Piece
Type 1 Anchor

D 2006+60 - 2007+60
Const Guardrail
Type 3

Type C E

2 Guardr
Co

D 2011
Rd C
Ty

DOCUMENT MISSING

NOT FILMED

DOCUMENT NUMBER: 9431

STATE OF OREGON

INTEROFFICE MEMO

TO: Alfred Shirley
Region 3 Engineer

DATE: July 30, 1979

FROM: D. H. Moehring
Asst. State Highway Engineer

NOTED
E. S. HUNTER

SUBJECT: Project Management System
Coos Bay-Roseburg Highway

There are three projects for Bridge Replacement in the current PMS Run which are within the limits of future construction projects. Also listed on the run is the Holmes Creek Bridge, No. 3423, in the Mystic Creek-Camas Valley Section, but is shown separately to be constructed with Bridge Replacement Funds. This Bridge must be built when this section of roadway is constructed. We have removed the structure as a separate project and will include it in the appropriate highway section.

The Muns Creek (Suicide Creek Bridge), No. 0855, and the Shields Creek Bridge, No. 808, both fall within the limits of the proprosed Camas Valley-Muns Creek Section. They have been removed from the PMS Run as individual projects and are now included in the appropriate highway section to be constructed with Primary Funds.

DES:pf

cc: E. S. Hunter
J. H. Versteeg
W. J. Hart
F. E. Terpin

RECEIVED
TECHNICAL SERVICES
JUL 31 '79
REFER TO
FOR
Info | Issue | R/D | S/E | Spec | Sur | Trf

125-1387

DATE: March 30, 1979

TO: OREGON TRANSPORTATION COMMISSION

ORIGINAL SIGNED BY H. S. COULTER

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Special Bridge Replacement Projects (19)

On the Consent Calendar for the April 17 meeting will be a request to approve 19 Special Bridge Replacement projects. These projects are not on the Six-Year Program.

The 1978 Federal-Aid Highway Act provided additional Special Bridge Replacement funds and the attached list of 19 bridge projects have been identified as needing reconstruction with these additional funds. The 19 bridge projects are estimated to cost $11,000,000 with Federal participation of $8,800,000 and State matching funds of $2,200,000.

These projects have been investigated and are eligible for funding under the Special Bridge Replacement Program. I recommend your approval of the projects and request authorization to sign the project agreements for and on your behalf.

RU:dmc
Attachment

bc: F. B. Klaboe
C. W. Head
L. W. Rulien
E. S. Hunter
C. T. Keasey
D. H. Moehring
R. L. Schroeder
W. J. Hart
J. H. Versteeg
F. E. Terpin
V. E. Skoog
E. L. Hardt
C. O. Fredrickson
A. Shirley
Dale Allen
W. E. Schwartz
George Dell

1982 Fiddle Ck. Br. Sec. on Fiddle Ck. Rd. (Grading, Paving & Structures) 9432

C+A 7264 4-25-80

9187 6-6-80

9432

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER: 140234

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
10/16/84		CA 3395

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
LANECOU		321	00			6,424.28
	220-1055	296	00	000		6,424.28
	220-1055	297	00	000		(6,424.28)

LANE COUNTY
3040 N DELTA HIGHWAY
EUGENE OR 97401

DESCRIPTION	TOTAL PRICE
FINAL SETTLEMENT ON BROS-2000(2) AND BROS-2000(3), FIDDLE CREEK BRIDGES, AGREEMENT #7264, CONTRACT #9432	
TOTAL PROJECT COST	314,063.68
LESS: FHWA PARTICIPATION	(245,694.40)
LESS: ADVANCE DEPOSIT	(61,945.00)
	6,424.28

110.00 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
...MIKE SHULTZ..... PH: 378-6011 FOR CORRECTNESS OF CHARGES
OR DIANE GALIDA..... PH:378-5035 PREPARER OF INVOICE

9432

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 10-1-84

COUNTY: Lane AGREEMENT NO: 7264 PROJECT NO: BROS-2000(2)

CONTRACT NO: 9432 SECTION: Fiddle Cr. Bridges

Preliminary Engineering Prefix 220-1985:

	Participating	Non Participating
Project Manager	$ 59.52	$
Final Design	223.81	
Bridge Design	593.00	
Region Geology	282.16	
Region-Utility Liaison	108.86	
Program Section	289.04	
Specifications	1,957.64	
Environmental Section	90.28	
TOTAL P.E. COST	$ 3,604.71	$ - 0 -

Construction Prefix 220-1055:

Work Performed by Contractor	$ 263,465.96	$ 435.00
Interest on Final Payment		260.33
Engineering Expense	571.30 CR	5,600.00
Consultant Fees	38,000.00	
Audit Service	422.73	
Program Section	56.45	
Materials Testing Lab	891.62	
Technical Services	132.41	
Construction Branch	933.15	650.35
Construction Engineering (Accounting)	77.56	
EEO Monitoring	104.71	
TOTAL CONSTRUCTION COST	$ 303,513.29	$ 6,945.68

SUMMARY:

Participating P.E. Cost	$ 3,604.71
Participating Const. Cost	303,513.29
	$ 307,118.00

FEDERAL FUNDS:

P.E. (80%)	$ 2,883.77	
Const. (80%)	242,810.63	$(245,694.40)
SUBTOTAL		$ 61,423.60
Plus Non Participating County Cost		6,945.68
Less County's Advance Deposit		
AD #82-7 2-23-82		(61,945.00)
BALANCE DUE FROM COUNTY		$ 6,424.28

MKS:bkb

9432

(ORIGINAL)

220-1055

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-16-84

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

TREASURER OF THE STATE OF OREGON

PAID BY

ADDRESS

CAPITOL BUILDING
SALEM, OR 97310

(For use of Paying Office)

STATE

OREGON

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 1-6-82

TO 10-19-83

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

BROS-2000(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$310,458.97	$303,513.29	80%	$242,810.63	$242,810.63	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
OREGON	8-16-84	CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	FIDDLE CREEK BRIDGES LANE COUNTY ROAD					
	CONSTRUCTION					
	TYPE CODE X080					
	STRUCTURE, BRIDGE NO. 14386A (STA. 1+92 TO STA. 2-72)					
	FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM			$263,465.96	
	CONSTRUCTION ENGINEERING					
	STATE	ALL REQUIRED			1,519.89	
	WORK BY OBEC CONSULTING ENGINEERS	ALL REQUIRED			38,000.00	
	TOTAL PARTICIPATING PROJECT COST				$ 39,519.89	
	MISC. PROJECT COST					
	AUDIT EXPENSE	ALL REQUIRED			$ 422.73	
	EEO MONITORING EXPENSE	ALL REQUIRED			104.71	
	TOTAL MISC. PROJECT COST				527.44	
	TOTAL PARTICIPATING PROJECT COST				$303,513.29	
	NON PARTICIPATING PROJECT COST					
	FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM			$ 435.00	
	INTEREST ON FINAL PAYMENTS	ALL REQUIRED			260.33	
	CONSTRUCTION ENGINEERING	ALL REQUIRED			6,250.35	
	TOTAL NON PARTICIPATING PROJECT COST				$ 6,945.68	
	TOTAL PROJECT COST				$310,458.97	

PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 8-2-84.

AMOUNT CARRIED FORWARD .....

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	220 1050	298	00	N 9	18.32	18.32	271,347.62	82	84
	220 1050	900	00	P 1			22,709.48	82	84
	220 1050	900	00	N 1			383.15	82	83
	220 1050	920	00	P 1			67.21	81	82
	220 1050	940	00	P 1		18.32	992.83	82	84
	220 1050	941	00	P 1			19.41	82	82
	220 1050	944	00	P 1			317.40	82	83
	220 1050	945	00	P 1			322.62	81	83
	220 1050	985	00	P 1			94.24	82	83
		TOT	P1			18.32	271,347.62		
		TOT	N1				383.15		
		** JOB TOTALS **			**	18.32 **	271,730.77 **		
FIDDLE CREEK BRIDGES	CONT NO 9432 * FA PROJ NOS BROS2000003 100							STATE	
	220 1055	201	00	P 1			263,465.96	82	83
	220 1055	201	00	N 1			435.00	83	83
	220 1055	206	00	N 1			260.33	83	83
	220 1055	208	00	N 1			11.89CR	83	83
	220 1055	296	00	N 9	5,000.28	5,000.28	298,755.63CR	82	84
	220 1055	297	00	N 9			55,945.00	82	82
	220 1055	298	00	N 9	5,000.28CR	5,000.28CR	242,810.63	82	84
	220 1055	900	00	P 1	6,250.35CR	6,250.35CR	571.30CR	82	84
	220 1055	900	00	N 1	5,600.00	5,600.00	5,600.00	84	84
	220 1055	904	00	P 1			38,000.00	82	84
	220 1055	915	00	P 1			422.73	84	84
	220 1055	920	00	P 1			56.45	82	82
	220 1055	928	00	N 1			11.89	82	82
	220 1055	940	00	P 1			503.50	82	82
	220 1055	941	00	P 1			5.66	82	82
	220 1055	942	00	P 1			382.46	82	83
	220 1055	944	00	P 1			132.41	82	83
	220 1055	945	00	P 1			933.15	82	83
	220 1055	945	00	N 1	650.35	650.35	650.35	84	84
	220 1055	948	00	P 1			77.56	32	84
	220 1055	985	00	P 1			104.71	82	32
		TOT	P1		6,250.35CR	6,250.35CR	303,513.29		
		TOT	N1		6,250.35	6,250.35	6,945.68		
		** JOB TOTALS **			**	**	310,458.97 **		
SPTC XING PRAIRIE RD	CONT NO	FA PROJ NOS RRS 000S020 100						STATE	
	220 1083	296	00	N 9	72.71CR	72.71CR	72.71CR	84	84
	220 1083	298	00	N 9	72.71	72.71	72.71	84	84
	220 1083	900	02	P 1	80.80	161.59	161.59	84	84
		TOT	P1		80.80	161.59	161.59		
		** JOB TOTALS **			80.80 **	161.59 **	161.59 **		
SPTC XING-MARKET RD	CONT NO	FA PROJ NOS RRS 000S019 100						STATE	
	220 1087	205	01	P 1		1,934.37CR	1,934.37CR	84	84

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
209-1024	1#	BROS-0900-004 APPR-117	104,345.68	130,483.19	130,432.10	80.00	104,345.68	104,345.68		
209-1030	1#	BROS-0900-007 APPR-117	39,627.41	51,926.88	49,534.26	80.00	39,627.41	39,627.41		
209-1035	1	RRS -000S-025 APPR-138	78,165.00			90.00				
209-1037	1	RRS -3240-001 APPR-138	84,869.00			90.00				
210-1029	1	BROS-1000-004 APPR-117				80.00				
211-1085	1	PMS -000S-099 APPR-140	1,290.00	464.84	464.84	100.00	464.84	456.22		8.62
213-1067	1#	BROS-1300-004 APPR-117	68,780.48	88,615.24	85,975.60	80.00	68,780.48	68,780.48		
213-1071	1	BROS-1300-006 APPR-114		69.34	69.34	80.00	55.47		55.47 A	
214-1094	1	ERFO-0326-001 APPR-099	615,000.00	613,262.83	611,071.89	100.00	611,071.89	611,071.89		
215-1021	1#	RRP -000S-016 APPR-139	62,561.72	69,512.62	69,513.02	90.00	62,561.72	62,561.72		
215-1030	1#	PMS -000S-103 APPR-140	167,033.69	167,143.61	167,033.69	100.00	167,033.69	167,033.69		
215-1040	1	HES -000S-006 APPR-141	4,950.00			90.00				
215-1046	1	BROS-1500-003 APPR-117	152,644.00	212,372.86	211,978.51	80.00	169,582.81	152,644.00	16,938.81 B	
216-1048	1	PMS -000S-098 APPR-140	13,000.00	7,831.49	7,831.49	100.00	7,831.49	7,831.49		
216-1049	1#	SOS -1600-001 APPR-680	192,450.12	224,508.89	224,379.29	85.77	192,450.12	192,450.12		
216-1053	1#	BROS-1600-003 APPR-117	56,188.04	70,522.92	70,235.05	80.00	56,188.04	56,188.04		
216-1054	1	BHOS-1600-004 APPR-114	63,376.00	79,941.17	79,672.23	80.00	63,737.78	63,376.00	361.78 B	
218-1005	1#	RRS -000S-005 APPR-138	53,419.01	59,354.46	59,354.46	90.00	53,419.01	53,419.01		
218-1011	1#	BROS-1800-005 APPR-117	141,993.34	177,491.68	177,491.68	80.00	141,993.34	141,993.34		
218-1016	1	BROS-1800-007 APPR-114	203,284.00	4,639.90	4,639.90	80.00	3,711.92	3,469.61		242.31
218-1040	1#	RRS -2221-001 APPR-138	37,441.50	41,645.12	41,601.67	90.00	37,441.50	37,441.50		
218-1043	1#	RRO -000S-045 APPR-685	33,604.55	37,338.39	37,338.39	9 00	33,604.55	33,604.55		
220-1034	1#	RRS -6430-001 APPR-138	59,453.14	66,059.04	66,059.04	90.00	59,453.14	59,453.14		
220-1050	1	PMS -000S-106 APPR-140	309,355.00	271,730.77	271,347.62	100.00	271,347.62	271,347.62		
220-1055	1#	BROS-2000-003 APPR-117	242,810.63	310,458.97	303,513.29	80.00	242,810.63	242,810.63		
220-1083	1	RRS -000S-020 APPR-138	122,589.00	161.59	161.59	90.00	145.43	145.43		

9432

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-142		4-12-84	State Oregon
PROJECT REPORT NUMBER			County Lane
MODIFICATION NUMBER 1			Project Number BROS-2000(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 3 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 302,387.00	$ 309,917.00
Federal funds	$ 241,910.00	$ 247,933.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April , 1984 .

Oregon State Highway Division
(Official name of Highway Agency)

By Hayden Potter

Manager, Program Section
(Title)

By For H. S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, MARCH 27, 1984

FEDERAL AID PROJECT NO. BROS-2000(3)

Fiddle Creek Bridges
Lane County Road

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
1"-0 Aggregate Base	11.00	1,660	$18,260.00	1,746	$19,206.00
Change Guard Rail Specs. (PA #1)	---	---	---	All Reuqired	859.00
Temp. Br. Addition (EWO #1)	---	---	---	All Required	1,268.52
		Subtotals	$18,260.00		$21,333.52

Increase	$ 3,073.52
Subtotal of Prev. Estimate	266,420.00
Subtotal	$269,493.52
Engineering	40,423.48
Total	$309,917.00

Length of Structure - - - - - - - - - 0.042 Mi.

Federal Funds (80.0%) - - - - - - -	$247,933.00
County Funds - - - - - - - - - - - -	61,984.00
Total	$309,917.00

Group 1 - 100%
Contract No. 9432
Prefix: 220-1985
Prefix: 220-1055

RHZ:mld

9432

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO.		Oregon
3-81	FEDERAL-AID PROJECT AGREEMENT	County
	3/3/82	Lane
		Project No.
		BROS-2000(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fiddle Creek Bridges

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-6-82	0.042
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 302,387.00	$ 241,910.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By D.H. Mocken 9

Assistant State Highway Engineer
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by
Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon February 9, 1982

Federal Aid Project
No. BROS-2000(3)

Fiddle Creek Bridges
Lane County Road

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure, Bridge No. 14386A (Sta. 1+92 to Sta. 2+72)

Mobilization	35 %	All Required	$ 3,150.00
Temporary Protection and Direction of Traffic	35 %	All Required	2,100.00
Temporary Guard Rail, Type 1A, Reflectorized	163 Lin. Ft.	7.00	1,141.00
Clearing and Grubbing	34 %	All Required	1,360.00
Removal of Structures and Obstructions	34 %	All Required	340.00
General Excavation	320 Cu. Yd.	5.20	1,664.00
1"-0 Aggregate Base	535 Ton	11.00	5,885.00
Class "C" Asphalt Concrete	95 Ton	56.00	5,320.00
Guard Rail, Type 2A	75 Lin. Ft.	15.00	1,125.00
Guard Rail, Type 3	88 Lin. Ft.	28.00	2,464.00
Guard Rail Anchors, Type 1	3 Each	300.00	900.00
Rail End Pieces, Type C	4 Each	80.00	320.00
Loose Riprap, Class 400	80 Cu. Yd.	23.00	1,840.00
Delineators, Type 2	15 Each	20.00	300.00
Bridge Removal Work	35 %	All Required	3,150.00
Structure Excavation	45 Cu. Yd.	12.00	540.00
Furnish Pile Driving Equipment	35 %	All Required	4,200.00
Furnish HP 10x42 Steel Piling	286 Lin. Ft.	12.50	3,575.00
Furnish HP 10x57 Steel Piling	128 Lin. Ft.	16.00	2,048.00
Drive Steel Piles	414 Lin. Ft.	1.00	414.00
Structural Concrete, Class 3300 (68 CY)	40 %	All Required	6,600.00
4'x35'/40' Prestressed Slabs	6 Each	2,350.00	14,100.00
4'x45'/50' Prestressed Slabs	6 Each	2,750.00	16,500.00
Reinforcement (9500 lbs.)	40 %	All Required	2,200.00
Metal Rail with Tubing	197 Lin. Ft.	39.00	7,683.00
			$ 88,919.00

Structure, Bridge No. 14388A (Sta. 5+10 to Sta. 5+88)

Mobilization	35 %	All Required	$ 3,150.00
Temporary Protection and Direction of Traffic	35 %	All Required	2,100.00
Temporary Guard Rail, Type 1A, Reflectorized	244 Lin. Ft.	7.00	1,708.00
Clearing and Grubbing	33 %	All Required	1,320.00
Removal of Structures and Obstructions	33 %	All Required	330.00
General Excavation	325 Cu. Yd.	5.20	1,690.00
1"-0 Aggregate Base	540 Ton	11.00	5,940.00
Class "C" Asphalt Concrete	75 Ton	56.00	4,200.00
Guard Rail, Type 2A	100 Lin. Ft.	15.00	1,500.00
Guard Rail, Type 3	100 Lin. Ft.	28.00	2,800.00
Guard Rail, Type 1	4 Each	300.00	1,200.00
Rail End Pieces, Type C	4 Each	80.00	320.00
Loose Riprap, Class 400	170 Cu. Yd.	23.00	3,910.00
Delineators, Type 2	20 Each	20.00	400.00
Bridge Removal Work	35 %	All Required	3,150.00
Structure Excavation	55 Cu. Yd.	12.00	660.00
Furnish Pile Driving Equipment	35 %	All Required	4,200.00
Furnish HP 10x42 Steel Piling	712 Lin. Ft.	12.50	8,900.00
Furnish HP 10x57 Steel Piling	360 Lin. Ft.	16.00	5,760.00
Drive Steel Piles	1,072 Lin. Ft.	1.00	1,072.00
Structural Concrete, Class 3300 (68 CY)	35 %	All Required	5,775.00
4'x35'/40' Prestressed Slabs	12 Each	2,350.00	28,200.00
Reinforcement (9500 lbs.)	35 %	All Required	1,925.00
Metal Rail with Tubing	163 Lin. Ft.	39.00	6,357.00
			$ 96,567.00

Structure, Bridge No. 16462 (Sta. 1+39 to Sta. 2+01)

Mobilization	30 %	All Required	$ 2,700.00
Temporary Protection and Direction of Traffic	30 %	All Required	1,800.00
Temporary Guard Rail, Type 1A, Reflectorized	188 Lin. Ft.	7.00	1,316.00
Clearing and Grubbing	33 %	All Required	1,320.00

Removal of Structures and Obstructions	33 %	All Required	330.00
General Excavation	860 Cu. Yd.	5.20	4,472.00
1"-0 Aggregate Base	585 Ton	11.00	6,435.00
Class "C" Asphalt Concrete	60 Ton	56.00	3,360.00
Guard Rail, Type 2A	75 Lin. Ft.	15.00	1,125.00
Guard Rail, Type 3	75 Lin. Ft.	28.00	2,100.00
Guard Rail Anchors, Type 1	3 Each	300.00	900.00
Rail End Pieces, Type C	4 Each	80.00	320.00
Loose Riprap, Class 400	80 Cu. Yd.	23.00	1,840.00
Delineators, Type 2	18 Each	20.00	360.00
Bridge Removal Work	30 %	All Required	2,700.00
Structure Excavation	40 Cu. Yd.	12.00	480.00
Furnish Pile Driving Equipment	30 %	All Required	3,600.00
Furnish HP 10x42 Steel Piling	444 Lin. Ft.	12.50	5,550.00
Drive Steel Piles	444 Lin. Ft.	1.00	444.00
Structural Concrete, Class 3300 (68 CY)	25 %	All Required	4,125.00
4'x60'/65' Prestressed Slabs	6 Each	4,800.00	28,800.00
Reinforcement (9,500 lbs.)	25 %	All Required	1,375.00
Metal Rail with Tubing	138 Lin. Ft.	39.00	5,382.00
			$ 80,834.00
			$266,320.00

Anticipated Items

Temporary Erosion Control	All Required	$ 100.00
SUBTOTAL		$266,420.00
Engineering		35,967.00
TOTAL		$302,387.00

Length of Structures ------- 0.042 mi.

Federal Funds (80%)---------	$241,910.00
County Funds ----------	60,477.00
TOTAL COST	$302,387.00

Group 1	100%
Contract No.	9432
Prefix:	220-1985
Prefix:	220-1055

Fiddle Creek Bridges
(nonparticipating - County Work)

Responsibility for Damages	All Required	$ 1,000.00

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL ACCEPTANCE REPORT

9432

REGION NO.	REPORT NO.	COUNTY	DIVISION
10		Lane	Oregon
DATE OF REPORT	**REPORT MADE BY** 9-22-83		**PROJECT NO.**
September 22, 1983	C. T. Keasey		BROS-2000(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
October 8, 1982	April 22, 1983	99 %	217 CD
APPROVED EXTENSIONS	**LOCATION** Fiddle Creek Bridges Section of Fiddle Creek Road		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Besides additional and incidental, work performed on this project involved (1) construction of roadbed subgrade, aggregate base and asphalt concrete pavement and (2) construction of Bridge No. 14386A, Bridge No. 14388A, and Bridge No. 16462 over Fiddle Creek. The length of bridges are 80, 78 and 62 feet respectively. They are 23.5 feet wide.

2. CONTRACTOR'S NAME: Stach Construction Co.

3. CONTRACT AMOUNT: $266,320.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
OCT 20 '83
REFER TO
Keasey
FOR

Info	Files	R/D	D/R	Sign	Act	File

SIGNATURE (SHD OFFICIAL) D. B. Jackmond

TITLE Contract Adm. Engineer

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Wallace M Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 10/11/83	TITLE Field Operations Engr	DATE 10/19/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE OF OREGON
HIGHWAY ACCOUNTING - 8-2878

INTEROFFICE MEMO

FILE: AGR (X ACC 5-4-2)

DATE: August 29, 1983

TO: Gary Potter, Manager
PROGRAM SECTION

FROM: V. E. Skoog
Controller

SUBJECT: Pre-award Evaluation
OBEC
Fiddle Creek Bridges
BROS-2000(3)

Your memo dated August 2, 1983, requested that we perform a pre-award evaluation, as required by federal and state procurement procedures, on the supplemental construction engineering proposal submitted by Lane County and OBEC.

We have reviewed the proposal, the accompanying documentation, and made telephone inquiries regarding the relevant circumstances and facts for incurring the costs in question prior to authorization. An increase in federal participation in accordance with CFR 23 1.9(b) appears reasonable.

Therefore, we recommend approval of this agreement contingent upon the inclusion of Exhibit A.

9-8-83 - Returned to Jack Ayres for signatures.
MCH

KJ:njl

We asked them to expedite on Aug. 2 ?. GLP 9 ✓

Mainor

81-125-1387

Contains Recycled Materials

Ellis. Agm

OBEC CONSULTING ENGINEERS

August 23, 1982

Mr. John Goodson, Acting Director
Lane County Department of Public Works
3040 North Delta Highway
Eugene, Oregon 97401

Re: Fiddle Creek Bridges
BROS-2000(3)
OBEC Project No. 3-247

Dear Sir:

Enclosed is a supplemental agreement for Construction Engineering on the above project.

Modification to the agreement is desirable for the following reasons:

1. Although the Preliminary Engineering was paid for by the County, the full nature and scope of the work had not been determined at time of signing the agreement.

2. Original estimates for structures and roadwork were $210,000 and $10,000 -- $220,000 total. Revised estimate was $296,000 with low bid received of $266,320.

3. The existing agreement requires the County to pay for all Construction Engineering in excess of $22,000 up to a maximum of 15% of construction costs (about $40,000).

4. The reduction in proposed width from 28' roadway to 24' has saved on construction costs, but increased engineering/inspection costs through increased stage construction requirements.

5. Original overhead factor of 89 was in error and reauditing would require use of current factor of 99.11.

6. Our total anticipated costs for engineering are at the normal range of 11.5% for Federal work.

Ellis & I discussed this this am 8-30-82
We will evaluate if Co. & OBEC Sign.
JA

ROSEBURG REGION
RECEIVED
AUG 30 1982
RE | ROE | DES | ROE | TE
ROE | DES | RES | POR | LE
GEO. | | RIB | ATE | AA

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

SUPPLEMENTAL AGREEMENT NO. 1

Fiddle Creek Bridges
BROS-2000(3)

OBEC Consulting Engineers
244 Country Club Road
Eugene, Oregon 97401

Gentlemen:

Lane County desires to supplement the Agreement entered into with OBEC and executed April 3, 1980 and identified as the Consultant Agreement for Fiddle Creek Bridges.

All provisions in the basic Agreement remain in effect except as expresly modified by this supplement.

Exhibit A

Statement of Direct-Overhead costs of May 31, 1979 will be supplemented by the corresponding statement of May 31, 1981.

Payment

(d) The net fee will be changed to $2,500.
(e) The maximum construction engineering costs shall be changed to $31,000.

If you concur in this supplement and agree to the changes stated above, please sign in the appropriate spaces below and return to this office for processing.

Sincerely,

OBEC Consulting Engineers

W A Schuetzen

Date: 8/23/82

Lane County

Date:

Concurrance

OSHD:

7. The County's share of $61,945 previously paid was broken out as follows:

	Original	Final	
Bid	$266,320.00	$266,601	est.
Erosion/damages	1,100.00	---	
	267,420.00	266,601	
4-1/2 Contingency	12,033.90	---	incl. in contract
9% Engineering	24,067.80	31,000	max.
PE by State	6,200.00	6,200	(assume no change)
	$309,721.70	$303,801	
County @ 20%	$ 61,945.00	$ 60,760	

I trust you will find these explanations satisfactory.

Very truly yours,

W. A. Palmateer
General Manager

WAP:ps
Enclosure

9432

May 17, 1983

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

CON 5
#9432

Gentlemen:

On May 2, 1983, we wrote to you concerning release of final payment on Contract No. 9432 awarded to Stach Construction Company for work on the Fiddle Creek Bridges (on Fiddle Cr. Rd.) in Lane County.

Final payment on this contract is $5,259.18. The total contract amount is $263,900.96 including $1,268.52 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Stach Construction Company
P.O. Box 730
Grants Pass, OR 97526

Kingrey-Price Ins. Agency
P.O. Box 784
Springfield, OR 97477

bc: C. T. Keasey
Walt Hart
James J. Gix

9432

lane county

Date April 19, 1983

PROGRAM SECTION
MANAGER ___ PROJECT UNIT ___
APR 28 1983
MAN. ASSIST. ___ PROGRAM UNIT ___
REFER TO ___
FOR ___

Regional Engineer
Oregon State Highway Division

Project Name FIDDLE CREEK BRIDGES

Project No. FAP BROS 2000 (3)

Dear Sir:

"This is to acknowledge that I have been apprised by the Oregon State Highway Division of the applicable design standards, specifications, other technical requirements, and administrative controls including those of the Federal Highway Administration.

I hereby certify that:

1. All social, economic and environmental factors were considered.
2. All right of way negotiations and acquisition functions were conducted in compliance with applicable Federal and State statutes, rules and regulations.
3. Field survey and design phases were accomplished in accord with manuals and instructions prepared and furnished by the Oregon State Highway Division.
4. Contract plans and specifications, and acceptable construction practices, were adhered to during physical construction of the project.
5. All required sampling and testing was performed in accordance with the State's established policies and procedures. The results of the sampling and testing indicate the materials and construction work substantially conforms to the plans and specifications and such results are reasonably representative of the materials incorporated into the project.
6. Payment for all quantities, and progress payments to the contractor, have been properly documented in the project files.
7. Adequate records and reports have been maintained in the project files to document all phases of the project being in compliance with FHWA and State standards and procedures. The records will be maintained for a period of three years following final payment, and will be available for inspection by State and Federal officials at any convenient time.
8. Any exceptions to this certification are explained, along with appropriate corrective actions taken, below or on attached sheets."

RECEIVED
MAY 1983
REGION

5/2/83
cc: KEN HUSBY JLG

Very Truly Yours,

Christine F. Andersen

Christine F. Andersen
Acting County Engineer

CFA:ss

cc: Proj Mgt.

4432

OBEC CONSULTING ENGINEERS

April 6, 1983

Mr. Jack Ayres
Region Federal Aid Specialist
Department of Transportation
Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Fiddle Creek Bridges
OBEC Project No. 3-247

Dear Jack:

As you requested, I am sending two copies of the test results for the three cylinders designated 338-L.

Very truly yours,

Willis G. Worcester
Office Engineer

WGW:ps
Enclosures

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

lane county

CONCRETE CYLINDERS

COPIES MADE

SAMPLE NO. 82-338-L
ACCOUNT NO. 79532

TESTS	3	
SAMPLE TIME		
TRAVEL TIME		
MILEAGE		
INSPECTION		
LABORATORY COST		21.00

MATERIALS LABORATORY
DEPARTMENT OF PUBLIC WORKS
3040 NORTH DELTA HIGHWAY
EUGENE, OREGON 97401

PROJECT Fiddle Creek Bridges

STATION Br. 33, Bent 3 Rt. cap & Bt2 Pile encasement

CONTRACTOR Stach Construction CONCRETE SUPPLIER Ray Wells. (OBEC)

DATE SAMPLED June 18 TIME 16:15 BY PDR WEATHER Fair

Field Data		Design Data	
CLASS OF CONCRETE	3300 -3/4- P.S.I.	MIX DESIGN NO.	OSHD 81-0209
FIELD SLUMP	3 ins.	DESIGN SLUMP	3-4 ins.
TICKET NO.	QUANT. 6 yd³	AGG. SOURCE NO.	
CEMENT CONTENT	3550 ~~592~~ lbs/yd³	CEMENT CONTENT	592 lbs/yd³
1½-3/4 CA	lbs/yd³ M.C. %	DRY WT.	lbs/yd³
3/4-#4 CA	11,540 lbs/yd³ M.C. SSD %	DRY WT.	1921 lbs/yd³
SAND FA	7000 lbs/yd³ M.C. 5 %	DRY WT.	1112 lbs/yd³
WATER	160 gal on job 1 gal	DESIGN WATER	170 gal. lbs/yd³
AIR ENT.	3½ % W/C RATIO	AIR ENT.	% W/C
UNIT WT.	lbs/ft³ YIELD	UNIT WT.	lbs/ft³
TEMP: AIR	CONCRETE		

DATE RECIEVED 6-22-82

LAB NO.	FIELD MARKING	DAYS	DATE TESTED	TOTAL LOAD (LBS)	P.S.I.	CYL WT.	TESTED BY	NOT.
338-L		7	6-29	67,000	2370		MM	/
1		28	7-16	115,000	4070		PT	X
1		28	7-16	116,000	4100		PT	X

REMARKS

Materials Engineer; J. H. Jeffreys Jr.
MATERIALS ENGINEER

M98-99 (pink)

GNH/MCH:sch
8/6/76

PROJECT CERTIFICATION BY LOCAL AGENCY

Date: April 12, 1983

Regional Engineer
Oregon State Highway Division

Subject: Project No. 9432

Dear Sir:

This is to acknowledge that I have been apprised by the Oregon State Highway Division of the applicable design standards, specifications, other technical requirements, and administrative controls including those of the Federal Highway Administration.

I hereby certify that:

1. All social, economic and environmental factors were considered.

2. All right-of-way negotiations and acquisition functions were conducted in compliance with applicable Federal and State statutes, rules and regulations.

3. Field survey and design phases were accomplished in accord with manuals and instructions prepared and furnished by the Oregon State Highway Division.

4. Contract plans and specifications, and acceptable construction practices were adhered to during physical construction of the project.

5. All of the materials used were in reasonably close conformity to specification requirements of the contract.

6. The results of tests on record samples are reasonably representative of the materials incorporated in the work.

7. Payment for all quantities, and progress payments to the contractor have been properly documented in the project files.

8. Adequate records and reports have been maintained in the project files to document all phases of the project being in compliance with FHWA and State standards and procedures. The records will be maintained for a period of three years following final payment, and will be available for inspection by State and Federal officials at any convenient time.

Sincerely,

Christine F. Anderson

9432

OBEC 3-247

FORM 01-784-5001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: FIDDLE CREEK BRIDGES		WEEK ENDING: October 9, 1982
		SECTION PREFIX: 220-1055
HIGHWAY: County Road No. 5338		COUNTY: Lane
NAME OF JOB: Fiddle Creek Bridges	KIND OF WORK: Grading, Paving and Structures	
CONTRACTOR: Stach Construction	CONTRACT NUMBER: 9432	FEDERAL AID PROJECT NUMBER: BROS-2000(3)
DATE OF CONTRACT: February 23, 1982	DATE WORK STARTED: May 24, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 217
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99%
PROJECT AUTHORIZATION: $ 303,521.70		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
EXCLUSIVE OF ENGINEERING: $ 266,320.00	ENGINEERING AUTHORIZATION $ 24,067.80	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 264,000.00	ENGINEERING COST TO DATE $ 32,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.9 %	PERCENT OF AUTHORIZATION 133 %	DATE PROJECT WAS COMPLETED: Oct 8, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	~~100%~~	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.13	0.13	N/A	N/A	0.08
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,505 CY	1,660 T.			230 T.
TOTAL QUANTITIES CORRECTED TO DATE	1,031 CY	1,746 T.			195. T.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

33 33B ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	14386A	14388A	16462					
PERCENT	100%	100%	100%					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	1	0	
MONDAY	Rain	1	0	
TUESDAY	Showers	1	0	
WEDNESDAY	Showers	1	0	
THURSDAY	Partly Cloudy	1	0	
FRIDAY	Partly Cloudy	1	0	
SATURDAY	Fair	1	0	

K

RECEIVED
OCT 15 1982
CONSTRUCTION SECTION

CE. CM
CAE CA
OCS IC
SCS TC
EEO FE
CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	Finish "bust list" except rail.
THURSDAY	Lane Co held final inspection.
FRIDAY	Adjust rail and ~~set~~ mount one piece.
SATURDAY	No Activity.

REMARKS

STATUS: Complete.

NOTE: George Price, Lane Co, and W.A. Palmateer inspected site on Oct. 7, 1982.

SIGNED Paul D Ryan LOCATION OBEC

2 cc - Lane County, 5 cc - ODOT
PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9432

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-19-82

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
PROGRAM APPROVED Oregon	VOUCHER BRSS-2000(2)
	From: 1/27/81 To: 1/5/82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$3,604.71	$3,604.71	80%	$2,883.77	$2,883.77	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		4/29/82

V.E. Skoog, Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Fiddle Creek (Fiddle Creek Road) Bridge County Road in Lane County					
	Preliminary Engineering Type Code P.E. State	All Required			$3,604.71	
	Total Participating Preliminary Engineering				$3,604.71	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/13/82.					
	AMOUNT CARRIED FORWARD					

	220	1985	299 TOT	00				
			** JOB TOTALS **			**	**	**
FIDDLE CREEK BRIDGES	CONT NO		* FA PROJ NOS BROS000002 100					STATE
	220	1985	296	00 N 9			2,693.76CR	2,883.77CR
	220	1985	298	00 N 9			2,693.76	2,883.77
	220	1985	901	00 P 1			59.92	59.92
	220	1985	901	00 N 1		83.45CR		
	220	1985	905	00 P 1			223.81	223.81
	220	1985	906	00 P 1			572.32	572.32

TOTAL TO DATE JOB COST SUMMARY — JUNE 1982 — PAGE 627

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	220	1985	910	00 P 1		44.43	282.16
	220	1985	914	00 P 1		108.86	108.86
	220	1985	920	00 P 1		289.04	289.04
	220	1985	921	00 P 1		1,957.64	1,957.64
	220	1985	923	00 P 1		90.28	90.28
	220	1985	927	00 P 1		20.68	20.68
			TOT	P1		3,366.98	3,604.71
			TOT	N1	83.45CR		
			** JOB TOTALS **		83.45CR**	3,366.98 **	3,604.71 **
CHITWOOD BRIDGE #427-B-1	CONT NO		FA PROJ NOS BROS100004 100				STATE
	221	1907	296	00 N 9	1,625.76CR	1,847.86CR	1,847.86CR
	221	1907	298	00 N 9	1,625.76	1,847.86	1,847.86
	221	1907	901	00 P 1	6.90	6.90	6.90
	221	1907	904	00 P 1	2,015.24	2,015.24	2,015.24
	221	1907	920	00 P 1	4.97CR	115.49	115.49
	221	1907	923	00 P 1	7.20CR	166.92	166.92
			TOT	P1	2,009.97	2,304.55	2,304.55
			** JOB TOTALS **		2,009.97 **	2,304.55 **	2,304.55 **
FALL CR & SKUNK CR BRS	CONT NO		* FA PROJ NOS SOS 100001 100				STATE
	221	1987	296	00 N 9			37,091.04CR
	221	1987	297	00 N 9			3,480.00
	221	1987	298	00 N 9			33,611.04
	221	1987	901	00 P 1			35,771.85
	221	1987	901	00 N 1			85.68
	221	1987	905	00 P 1			73.11
	221	1987	909	00 P 1			18.87
	221	1987	910	00 P 1			2,944.90
	221	1987	910	00 N 1			159.34
	221	1987	920	00 P 1			14.64
	221	1987	923	00 P 1			26.54
	221	1987	950	00 P 1			334.80
							79,173.71

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
220-1910	1	PMS -0005-063 APPR-140	500.00	444.28	444.28	100.00	444.28	444.28		
220-1913	1	H -1082-001 APPR-432	257,485.00	47,808.62	47,808.62	88.18	42,157.64	40,034.80		2,122.84
220-1916	1	RRO -0005-014 APPR-685	675.00	301.87	301.87	90.00	271.68	271.68		
220-1939	1	RRS -6430-001 APPR-138	1,800.00	93.43	93.43	90.00	84.09	84.09		
220-1945	1X	PMS -0005-097 APPR-140	2,207.04	2,584.24	2,207.04	100.00	2,207.04	2,207.04		
220-1985	1R	BROS-2000-002 APPR-117	2,883.77	3,604.71	3,604.71	80.00	2,883.77	2,883.77		
221-1907	1	BROS-2100-004 APPR-117	25,040.00	2,304.55	2,304.55	80.00	1,843.64	1,847.86		22CR
221-1987	1	SOS -2100-001 APPR-680	33,891.00	39,418.73	39,173.71	85.80	33,611.04	33,611.04		
221-1998	1	BROS-2100-002 APPR-117	16,240.00	15,618.87	15,609.39	80.00	12,487.51	12,488.34		83CR
222-1958	1	RROO-0005-038 APPR-686	1,800.00	1,330.45	1,330.45	90.00	1,197.41	1,197.41		
222-1960	1	RROO-0005-040 APPR-686	1,800.00	640.36	640.36	90.00	576.32	576.32		
222-1971	1R	SOS -2204-001 APPR-680	16,578.07	19,328.52	19,328.52	85.77	16,578.07	16,578.07		
222-1974	1	SOS -2200-002 APPR-680	12,865.00	10,466.22	10,401.43	85.77	8,921.31	8,930.72		9.41CR
223-1961	1	OS -2301-001 APPR-627	554.00	807.27	807.27	78.20	631.29	554.00	77.29 B	
223-1979	1R	SOS -2300-002 APPR-680	13,947.85	15,831.62	15,817.48	88.18	13,947.85	13,947.85		
223-1984	1	PMS -0005-095 APPR-140	200.00	14.07	14.07	100.00	14.07	14.07		
223-1996	1	BROS-2300-005 APPR-114	25,240.00	946.16	946.16	80.00	756.93			756.93
223-1997	1	BROS-2300-004 APPR-117	17,280.00	82.98	82.98	80.00	66.38			66.38
224-1910	1	M -1685-001 APPR-432	5,148.00	12.78	12.78	85.80	10.97	10.97		
224-1948	1	RRP -0005-020 APPR-139	1,800.00	593.98	593.98	90.00	534.58	536.88		2.30CR
224-1956	1	M -1830-002 APPR-432	21,500.00	23,148.99	22,968.44	88.15	20,246.68	20,254.24		8.56CR
224-1994	1	PMS -0005-110 APPR-140	5,400.00	2,968.24	2,968.24	100.00	2,968.24	2,968.24		
224-1995	1R	OS -2400-001 APPR-627	34,751.94	40,509.91	40,503.43	85.80	34,751.94	34,751.94		
225-1963	1R	SOS -2500-002 APPR-680	12,633.92	14,737.80	14,724.85	85.80	12,633.92	12,633.92		
225-1964	1R	PMS -0005-080 APPR-140	89.00	89.00	89.00	100.00	89.00	89.00		
226-1951	1	SOS -2500-001 APPR-680	4,600.00	5,023.88	5,011.94	85.80	4,300.24	4,300.24		

7432

February 3, 1982

ACC

George Price
County Engineer
Lane County
3040 N. Delta Highway
Eugene, Oregon 97401

Dear Mr. Price:

On January 28, 1982 we received a satisfactory bid from Stach Construction Company, P.O. Box 730, Grants Pass, Oregon 97526 for the Fiddle Creek Bridges project on Fiddle Creek Road in Lane County.

As described in our Agreement No. 7264, we anticipate the financial sharing of the project costs will be:

Contractor's Bid		$266,320.00
Anticipated Additional Items:		
Temporary Erosion Control	$ 100.00	
State Responsibility for Damages	1,000.00	$ 1,100.00
Subtotal		$267,420.00
4 1/2% Contingencies		12,033.90
9% Engineering		24,067.80
Estimated Construction Cost		$303,521.70
Estimated P.E. Performed by State		6,200.00
ESTIMATED TOTAL PROJECT COST		$309,721.70

COUNTY SHARE: 20% of $309,721.70 = $61,945.00

Rec'd chk 12-23-82 per Faye Pitts, L & R. KEH

We will award the contract when we receive your advance deposit in the amount of $61,945, which should arrive not later than February 19, 1982.

On the attached sheet we have described three options for making your advance deposit. Please use the option of your choice.

Very truly yours,

D. E. Swan, P.E.
Operation Programming Engineer

KES:pf
Attachment

bcc w/AD # 82-7: Jack Ayres, Region 3 Engineer
Vern Skoog - Please return completed AD # 82-7 when advance deposit is received.

9432

Section Fiddle Creek Bridges — Programming Estimate $ _____

Highway Co Road. — Project Length _____

County Lane — Completion Time 220 cal. days

Kind of Work Grade, Pave Structure — Est. Comp. Date _____

Prefix 2201985 — Letting Date 1/28/82 — Project No. BROS-2000( )

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 306,670-

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished _____		
Roadside Seeding & Mulching		$ 1100
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages	1000	
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
Adjust Utilities:		
_____		
_____		
_____		
_____		
_____		

Subtotal	$	307,770 -
Contingencies (4-1/2%)		13,849 65
Engineering (~~8~~, 9, ~~10~~%)		27,699 30
~~Subtotal~~	$	
~~Credits for~~ _____		
Estimated Net Authorization, Construction	$	349,318 95

APPROVED

cc: J. Ayres
12-29-81

Road Design Engineer

Rev. 3/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE — HIGHWAY DIVISION

Section	County	Sheet of
Fiddle Lot Judges		1 2

Kind of Work	Length	Date	Name
			Day

COST ANALYSIS UNIT. 12-21-81 Rev
THIS ENGINEERING ESTIMATE IS PRICED FOR Item
BID LETTING 1-28-82

No.		Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(10%)	28,000-
	Temporary Protection and Direction of Traffic		All	All	—	2500 00
	Temporary Guard Rail, Type 1A, Reflectorized		Lin Ft	595	25 00	14,875-
	Roadwork					
	Clearing and Grubbing		All	All	—	2000 00
	Removal of Structures and Obstructions		All	All	—	1500 00
	General Excavation		C.Y.	1505	7 00	10,535-
	1"-0 Aggregate Base		Ton	1660	12 00	19,920-
	Class "C" Asphalt Concrete		Ton	230	42 00	9,660-
	Guard Rail, Type 2A		Lin Ft	250	13 00	3,250-
	Guard Rail, Type 1		Lin Ft	263	30 00	7,890-
	Guard Rail Anchor, Type		Each	10	300 00	3,000-
	Rail End Pieces, Type C		Each	12	100 00	1,200-
	Loose Riprap, Class 400		C.Y.	330	15 00	4,950-
	Delineators, Type 2		Each	53	20 00	1,060-
	Structures					
	Bridge [illegible]		All	All		25,000
	Structure Excavation		C.Y.	140	18-	2,520-
	Furnish & Drive Piling Equipment		All	All		6000
	Furnish HP 10x42 Steel Piling		Lin Ft	1442	15-	21,630-
	Furnish HP 10x57 Steel Piling		Lin Ft	488	20	9,760-
	Drive Steel Piling		Lin Ft	1930	2-	3,860-

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE — HIGHWAY DIVISION

Section	County	Sheet of
		2 2
Kind of Work	Length / Date	Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Structural Concrete, Class 3300 (684 yd³ 250)		All	All	-	17,000-
	4' x 35'/90' Prestressed Slabs		Each	18	$2300	41,400-
	4' x 45'/50' Prestressed Slabs		Each	6	$2700	16,200-
	4' x 60'/65' Prestressed Slabs		Each	6	$4300	25,800-
	Reinforcement (95001bs @ 50)		All	All	-	4,750-
	Metal Rail with Tubing		Lin.Ft.	498	45-	22,410-

734-1736 (8-81)

9432

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-6-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2000(3)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Lane
	5. ITEM NO. 10099	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1/6/82	Non Federal aid	County Road

10. GENERAL LOCATION:

Fiddle Creek Bridges

11. GENERAL DESCRIPTION OF WORK

Three Structures

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION* ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letters of 12/29/81 and 1/4/82 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $360,000 Federal Funds $288,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that you proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 12/21/81 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
JAN 13 '82
REFER TO

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/6/82	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

December 29, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10099
Project No. BROS-2000(3)
Fiddle Creek Bridges
Lane County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on January 28, 1982.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $360,000 with an obligation of $288,000 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

JLG:bkc
Attachment

cc: Alfred Shirley, Jr. (Region 3)
Ken Husby
General Files

Form 734-3122

Budget Bureau No. 41-R2067; A
U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

12-29-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Approx. 8 mi. SE of Florence 65	ADT	PRESENT 100	FUTURE 12 DHV (66)	YEAR ---- (70)(71) -- (72)	REGION 10	STATE NAME Oregon			
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Bridges (3) 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV. AREA (69)(70)	DA CL. REST. (70)(71)	DA AUTH. (71)(72)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 BROS- 28	NUMBER 7 2000	
CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement (15% Off-System)						COUNTY NAME Lane (14)		CODE 039 (11)		
	NAME OF URBAN AREA 17-31 ----						ROUTE NO.	FEDERAL-AID Non (32)	STATE Co. Rd. (36)(37)	U.S. ---	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) X080		"Fiddle Creek Bridges"	0.042	360,000	288,000	----	72,000
								0.042	360,000	288,000	----	72,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES 9-3-80	(16) (23)(24) (33)

JLG

REMARKS: Additional Data: Item No. BROS-2000

2201985

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-31)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

12-29-81

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
., Approx. 8 mi. SE of Florence	ADT	100 12 DHV	-----	--	10	Oregon	41	117	10099

K (35 typewriter	NATL. FOREST	FW ROUTE NO.	DEPT AGCY	DA CL MBR.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
								BROS-	2000	(3)		

Bridge Replacement (15% Off-System)

COUNTY NAME: Lane — CODE: 039

PROGRAM STAGE: [ ] 1 OR [ ] 2

ROUTE NO.: ----

FEDERAL-AID: Non — STATE: Co. Rd. — U.S.: ---

ESTIMATED PROJECT COST BY PHASES

K YPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W								
ST		"Fiddle Creek Bridges"	0.042	360,000	288,000	----	72,000	
		PROJECT TOTALS	0.042	360,000	288,000	----	72,000	

JLG

AL DATES: 9-3-80

REMARKS: Additional Data: Item No. 10099; Project No. BROS-2000(2).

-over

USCOMM DUSCOMM-DC 48905-P61

FIDDLE CREEK BRIDGES
PROJECT NO. BROS-2000(3)

REMARKS - continued

Project Data: The work consists of 1) construct on existing alignment three prestressed slab span bridges; 2) remove existing structures; 3) construct approach roadways as necessary; 4) install guardrail at each end of the bridges as directed; 5) adjust utilities as required and 6) perform incidental work common to this type of project. (See additional data below).

Br. No.	Length	H.C.
14386A	80'	23.5'
14388A	78'	23.5'
16462	62'	23.5'
	220'	

Note: 1) This project is in Congressional District No. 4.
2) Construction engineering to be by Consultant with review by State.
3) Existing structures have a sufficiency rating ranging from 29.0 to 30.5

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

HWY 2020
Prefix 220-1985

Subject: Federal Aid Project No. BROS-2000(2)
Project Name Fiddle Creek (Fiddle Creek Rd.) Bridges
Highway #2020, Lane County

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at EUGENE, Oregon, this 24 day of Nov, 1981

County of LANE

By George E Morgan
General Administrative Officer

Certified By:

Regional Right-of-Way Supervisor
Date 12/1/81

APPROVED AS TO FORM
DATE 11-19-81
Jerome Welch
ASSISTANT COUNSEL

Instructions: Complete A or B and C.
R/W File No. _____

94/32

Memorandum

U.S. Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS-2000(2)
Fiddle Creek Bridges (3), County Rd. 5336
Lane County

Date: October 21, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. J. H. Versteeg, Road Design Engineer

Mr. Versteeg's letter of October 16, 1981, requests our concurrence in the 24 foot width of the proposed Fiddle Creek Bridges (3). We agree with your support and request that you inform the Consultant to proceed with the design based on the 24 foot width.

For Dale E. Wilken

cc:
OSHD (E S Hunter, Tech Svcs)

cc: Nast
10-21-81

RECEIVED
STATE HWY ENGR
OCT 21 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9432

October 16, 1981

DES 16

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Versteeg
Anderson
Christensen
Olson
Sullivan
Tarpin
Trout
Wakerlig

RECEIVED
OCT 19 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring by ___/___/___
Action

Dear Mr. Wilken:

Fiddle Creek Bridges (3)
County Road 5336
Lane County
Oregon Project BROS-2000(2)

The prospectus for the subject project proposed a roadway and structure width of 28 feet. During design development by OBEC Consulting Engineers, it became apparent that the proposed design was not compatible with the environment of the present road. Lane County indicates there are no foreseeable plans to improve the existing 20-foot wide roadway. The major concern is the existing 19-foot wide timber structures which have deteriorated to the extent that load limits have been required.

Considering the existing local nature of traffic and the probable lack of significant future growth or change in this remote area, it is unlikely that surfaced width of the road will be improved to a width greater than 20 feet. AASHTO standards cited in Table 8 on page 10 of "Geometric Design Guide for Local Roads and Streets" indicates pavement width plus 4 feet is a satisfactory structure width for design speeds of less than 50 MPH. Conditions of the present facility limit safe speed to 25 to 30 MPH. The recommended structure width of 24 feet will comply with the AASHTO standard.

The provision for pavement width of 20 feet also meets criteria set forth in Table 7 on page 9. Whether a shoulder width of 4 feet or 2 feet is selected is dependent on an ADT of more or less than 50 cars per day. The present ADT between 67 and 100 cars per day by various estimates is not substantially greater than 50

cars and because of the limitations of the existing adjacent sections of the facility, we do not believe that the reduction from 4 feet to 2 feet in shoulder width will compromise safety or capacity.

We therefore recommend this reduction in shoulder width and request your consideration and approval of a 24-foot wide approach roadway to these structures.

Very truly yours,

J. H. Versteeg
Road Design Engineer

bc H. S. Coulter
E. S. Hunter
D. H. Moehring
Walt Hart
Frank Terpin
Alfred Shirley, Jr.

GCW:ja

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? N/A

4. Permanent Striping:

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location MP 1.87, MP 1.90, MP 3.84

Type Wood Deck and Stringer - Wood piling

Approach Roadway Width 20' Shoulder Width -

Length 78 - 78 - 78 Width 19'

To remain in place? No

2. Proposed Structure:

Location Same locations

Approximate Size: Length 75 + 75 + 60 Width 28'

Coast Guard 1 C. Air

lanes are appropriate. Where more than two lanes are warranted to accommodate design traffic, determinations are to be made as indicated in "Design Standards for Highways Other Than Freeways."*

Width of Surfacing, Shoulder and Roadway

Minimum width of surfacing and of graded shoulder for various traffic volumes and design speed shall be as shown in Table 7.

Graded shoulder width is measured from the edge of surfacing (pavement) to the point of intersection of shoulder slope and side slope. Where a guardrail is used, the graded width of shoulder should be increased by about 2 feet. In mountainous terrain or sections with heavy earthwork, the graded width of shoulder in cuts may be decreased 2 feet.

The minimum roadway width is the direct sum of the surfacing and graded shoulder widths shown above. Desirable design widths include lanes at least 11 feet wide and shoulders 2 feet wider than the minimum shown in Table 7.

Table 7

MINIMUM WIDTH OF SURFACING AND GRADED SHOULDER

Design Speed, MPH	Width in Feet for Design Volume of:					
	Current ADT Less Than 50	Current ADT 50-250	Current ADT 250-400	Current ADT 400-750 DHV 100-200	DHV 200-400	DHV 400 & Over
	Width of Surfacing					
20	20	20	20	20	22	24
30	20	20	20	20	22	24
40	20	20	20	22	22	24
50	20	20	20	22	24	24
60	20	20	22	22	24	24
	Width of Graded Shoulder					
All	2	4	4	6	8	8

Note: Design volume in terms of mixed traffic. For design speeds of 50 mph or less, surfacing widths that are two feet narrower may be used on minor roads with few trucks.

Structures

The structural design of bridges, culverts, walls, tunnels, and other structures shall be in accord with Standard Specifications for Highway Bridges, 1969**.

**Available from American Association of State Highway Officials, 341 National Press Building, Washington, D.C. 20004 at 50¢ per copy.*

***Available from American Association of State Highway Officials, 341 National Press Building, Washington, D.C. 20004 at $9.00 per copy.*

Except (otherwise indicated herein, the dimensional gn of structures shall also be in accord with this publication.

The minimum design loading for bridges shall be H-15 on local roads with current ADT volumes under 400. Where these volumes are 400 or greater, the minimum design loading shall be HS-20.

The clear roadway widths for new and reconstructed bridges shall be as shown in Table 8.

Table 8

CLEAR ROADWAY WIDTHS FOR NEW AND RECONSTRUCTED BRIDGES

Design Speed	ADT Volume	Minimum Clear Roadway Width of Bridge
50 MPH and over	750 or Greater	Approach Roadway Width
50 MPH and over	Under 750	Pavement Width + 6'
Under 50 MPH	400 or Greater	Pavement Width + 6'
Under 50 MPH	Under 400	Pavement Width + 4'

Notes: (1) Where the approach roadway is surfaced for the full crown width that surfaced width should be carried across structures.

(2) On highways with a current ADT over 750, bridges with a total length over 100 feet may be constructed with a minimum clear roadway width of the surfacing width plus six feet.

Bridges to Remain in Place

Since highway geometric and roadway improvements encourage higher speeds and attract larger vehicles to the highway, it is important that existing substandard structures also be improved correspondingly. Because of their high cost, reasonably adequate bridges and culverts that meet tolerable criteria should be retained.

Where an existing highway is to be reconstructed, an existing bridge which fits the proposed alinement and profile may remain in place when its structural capacity in terms of design loading and clear roadway width are at least equal to the values shown for the applicable traffic volume in Table 9.

The values in Table 9 do not apply to structures with a total length greater than 100 feet. These structures should be analyzed individually, taking into consideration the clear width provided, traffic volumes, remaining life of the structure, design speed, as well as other pertinent factors.

Vertical Clearance

Vertical clearance at underpasses should be at least 14 feet over the entire roadway width, to which an allowance of 4 to 6 inches should be added for resurfacing.

9432

1 Versteeg
Anderson
2 Christensen LW.
Olson
3 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 30 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring by ___/___/___
Action September 29, 1981

OBEC CONSULTING ENGINEERS

Mr. Herb Schell
Federal Highway Administration
The Equitable Center
Suite 1000
530 Center Street, N.E.
Salem, Oregon 97301

Re: Fiddle Creek Bridges - Lane County
OBEC Job No. 3-247

Dear Mr. Schell:

We have submitted drawings for the Fiddle Creek project to the Oregon State Highway Division for review. The review has been completed, and we are making some final revisions in preparation for a late November bid date.

By memo to Jack Ayres on September 16, copy enclosed, Lyle Watson of OSHD mentioned that the substandard width of 24 feet for the bridges needs to be documented.

The intent of the project has been to provide new bridges which are of sufficient width to safely carry the light local traffic. At the same time, for economic and environmental reasons, we felt it advisable to restrict bridge width and approach roadway widening to the practical minimum. The County has no plans to upgrade Fiddle Creek Road, according to the enclosed letter from George Price, County Engineer, to Jack Ayres, dated March 11, 1981.

As we mentioned in our preliminary report of February 26, 1981, the road supports an ADT of only 67, a mixture of passenger cars, light trucks, farm equipment, and a few large trucks. Safe speed is 25 to 30 mph.

It appears very unlikely that the volume and makeup of traffic in the Fiddle Creek area will change significantly for many years to come. We therefore believe that our design, incorporating 24-foot wide bridges with minimal approach roadwork, is appropriate, economical, and environmentally acceptable.

The enclosed letter from Walt Hart to us dated September 11, 1981, indicates that OSHD finds the proposed design acceptable.

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

Please let us know if we can provide any further information regarding this project.

Very truly yours,

Willis G. Worcester
Office Engineer

WGW:ps
Enclosures

cc: Walt Hart)
Lyle Watson) ✓ - w/enc.
Jack Ayres)
George Price)

lane county

September 21, 1981

Mr. Jack Ayres
Regional Federal Aid Engineer
Oregon State Highway Division
P.O. Box 1128
Roseburg, OR 97470

Re: Fiddle Creek Bridges

Dear Jack:

This is to advise you that the construction of approaches for the three Fiddle Creek Bridges will be included in the contract for the structures.

Very truly yours,

George Price
County Engineer

GP/sm

copy to Ken Husby
Walt Hart

CC Watson
9-25-81

DEPARTMENT OF PUBLIC WORKS / 3040 DELTA HIGHWAY NORTH / EUGENE, OREGON 97401

Lane Co.

9432

ROAD DESIGN SECTION DES 16

Jack Ayres
Federal-aid Engineer, Region 3

September 16, 1981

Lyle K. Watson

From: Lyle K. Watson
Acting Final Design Engineer

Subject: Fiddle Creek Bridges Section
County Road 5336
Lane County
OBEC Job No. 3-247

We have reviewed the preliminary plans for the project and have the following comments:

1. All the preliminary paperwork says the bridges will be 28 feet wide. The plan widths are 24 feet. 24 feet meets minimum AASHTO standards for bridges, but not for roadways. An "exception" letter should be sent to FHWA documenting the reason(s) for the use of the substandard width.

2. On Plan Sheets 3 and 4, existing fences are shown that apparently will have to be moved. If the fence is to be moved by the contractor, a note should be added.

3. Minimum guardrail installations at bridge corners, acceptable for Federal-aid projects, is 25 feet of Type 3 and 25 feet of Type 2A with Type 1 anchor and Type C end piece. Exceptions can be made where a road connection or approach is near the bridge end. In these cases, a length of Type 3, on a small radius, with a Type C end piece (no anchor) might be a minimum.

4. The bridge drawings indicate the new bridges will be stage-constructed. A traffic control plan will be required. This may be a detailed plan of traffic handling and signing or written in the special provisions.

FE:ja

cc Fred Eriksen

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 17 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring to
Action

9432

Form 81-734-2030

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Fiddle Creek Bridges ..... Date September 2, 19 81

Highway County Road #5336 (Fiddle Cr. Rd.) - OS ..... Authorization No. 2

County Lane #20 ..... Survey Prefix 220-1985 (Assigned by Salem office)

Description of termini, route, length, etc.: Locations are Easterly of Ada on County Raod #5336 at Mile Posts 1.87, 1.90, & 3.84.

Proposed:
Replace three existing County offsystem bridges over Fiddle Creek.

Purpose of Survey:
Monitor the preparation of the Plans, Specifications, & Estimate prepared for Lane County by Consultant as per Agreement. State to advertise and Award.

This Authority #2 is required to elimate the 927 function, add a 906 function, and add funds for foundation invest. review (926).

Estimate of Costs:

Resident Engineer	(901)	$ 350
Final Design	(905)	750
Bridge Design	(906)	3,000
Soils & Geology	(910)	200
Traffic	(911)	200
Project Management	(920)	200
Specifications	(921)	1,000
Adm. Serv. (Eng.)	(922)	50
Environmental	(923)	100
Found. Investigation	(926)	500

BROS-2000(2)
1-27-81

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
SEP 3 1981
LOCATION SECTION

Total estimated cost of survey	$6,200
Previous authorization	5,700
Additional authorization requested	500
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: P. Lewellyn
Costs & Records Engineer
Field Engineer

Recommended for Approval:
Location Engineer

Recommended for Approval:
Regional Engineer

Approved:
Assistant State Highway Engineer

SP*19760-734

6200(0.20) = $1240

9432

HBR

STATE OF OREGON

INTEROFFICE MEMO

TO: Jack Ayres
Region III Federal-Aid Engineer

DATE: March 23, 1981

DES 23
14386A
14388A
16462

FROM: Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT: Study Report
Fiddle Creek Bridges
BR Nos. 14386A, 14388A, 16462
Lane County
HBR(OS)-FY '81

We have reviewed the preliminary report on the proposed three Fiddle Creek Road Bridges in Lane County submitted to you by OBEC Consulting Engineers. One error in their estimate for Bridge No. 19-11W-35 in the amount of $10,808 was discovered. This error reduces the total project estimate to $296,000. The proposal is satisfactory, and you may inform OBEC that they may proceed with final designs for these structures.

Project Management advises that as soon as the plans and specifications are complete, this project can be P, S and E'd for funding.

JEC:jrb

cc: D. H. Moehring

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
MAR 24 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Contains Recycled Materials
81-125-1387

SP*75093-125

LETTER OF APPROVAL AND/OR AUTHORIZATION

9432

BROS-2000(2)
STATE PROJECT NO.
See Below

FROM:	PROGRAM NO.	COUNTY NAME
E. J. Valach, Acting Division Admin FHWA - Oregon Division	ITEM NO. 10099	Lane PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

1-27-81

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

copies to
Stafford
Hillesland
Trout
Region 3
Lopez
K. Neely ✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER Non Federal aid
	1/27/81	STATE ROUTE NUMBER County Road

GENERAL LOCATION:

Fiddle Creek (Fiddle Creek Road) Bridges

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
XX PREPARATION including archeological salvage and Utility preparatory work
☐ OTHER (Specify) TEC $12,000 - F.F. $9,600

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

county share + 2400

REMARKS

As requested by Mr. Swan's PEA dated 1/15/81

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/27/81	E. K. Lazarus	for Acting Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-0-11-956

TO: G.L. Green
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd., Approx. 8 mi. S.E. of Florence "Fiddle Cr. (Fiddle Cr. Rd.) Bridges"	117	10099	BROS-2000(2)	N Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 40' normal

Water Development None Recreation & Historical Areas

Lane 039

A-95 Review:

State Cl. No. ..... Exempt___ Date Approved 4-23-80 (PNRS 8002-2-500)

Dist. 5 Cl. No. ..... Exempt___ Date Approved_____ No Reply X

Project Environmental Assessment: FHWA Concurrence Dated 12-16-80

Major/Significant___(EIS) Major/Non-significant___(Neg.) Non-major___(None)
1-EIS___ 2-Draft Assessment & FONSI___ 3-Categorical Exclusion X

Notes: (1) Project in Congressional District 4.

(2) Included in FY 81 Annual Program in 6 yr. HIP page 70.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 12,000
FF	$ 9,600
STATE	$ 600
Co.	$ 1,800

For PR-37:

Field Phase	$ ---
PS&E Phase	$ ---

PRO RATA 80%

REMARKS:

1) Attached is a copy of Authority for Survey & sketch map.

CL:bke

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
1/15/81	D.E. Swan	Operation Programming Engineer

Form FHWA 121 (1/80)

9422

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Project Category Request
Fiddle Creek Bridges (3)
Oregon Project BROS-2000(-)
County Road 5336, Lane County

Date: December 16, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your November 26, 1980, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

P. V. Reed for
G. L. Green

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Reg III, Env)

ENVIRONMENTAL SECTION
December 17, 1980

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
B. L. Gifford (2)
R. H. Prange
Phil Lewellyn
Surfacing Design
Alfred Shirley
Gerald Parker
Elliot Parker
Larry Asburry

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

BROS-2000(-)

A. Project Identification:

Date November 26, 1980

Section Fiddle Creek Bridges (3)
City _____ Hwy. No. _____
Highway County Road 5336
Begin M.P. 1.7 Length 1.0
County Lane
Program Estimate $250,000
Region III
Funding Source HBR(OS)

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

Replacement of 3 narrow, load restricted bridges, on poor alignment. The untreated wood structures are 22 year old and are foo far deteriorated to rehabilitate. The alternative is "no-build" and to reduce the load limit further, as required.

C. Recommended Project Category and Documentation:

Project Category	Documentation
_____ 1	Draft and Final EIS
_____ 2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

- ☐ Wetlands Finding
- ☐ Cultural Resource Survey
- ☐ Section 106 Procedures
- ☐ Noise Study Report
- ☐ Indirect Source Construction Permit
- ☐ Section 4(f) Determination

Basis for Recommended Category:

The proposed project involves replacing three existing bridges with new structures in the same locations. Some very slight changes in alignment will be required due to the four-foot increase in width of the new bridges.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	1	1
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	No	No
Average Daily Traffic (Volume/Year)	80/1977	100/1980
Alignment (New, Combined, Existing)		Combined
Speeds (Posted/Estimated)		30

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0
Estimated Number of Parcels	0
Residential Relocation (No.)	0
Business Relocation (No.)	0

Small slopes easements may be needed due to the narrow (40') right-of-way.

2. Estimated Impact on Land Use:

None. The surrounding lands are used for cattle grazing. This use would be unaffected by the proposed project.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Some log and grain trucks use the existing bridges. Bridge replacement could lead to some increase in truck traffic.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None. There will be no construction within the low-water stream channels. There are no wetlands in the vicinity of the project. No rare or endangered species of plants or animals, if present, will be affected. The only ecological impact of any type will be of a very minor and temporary nature during actual construction.

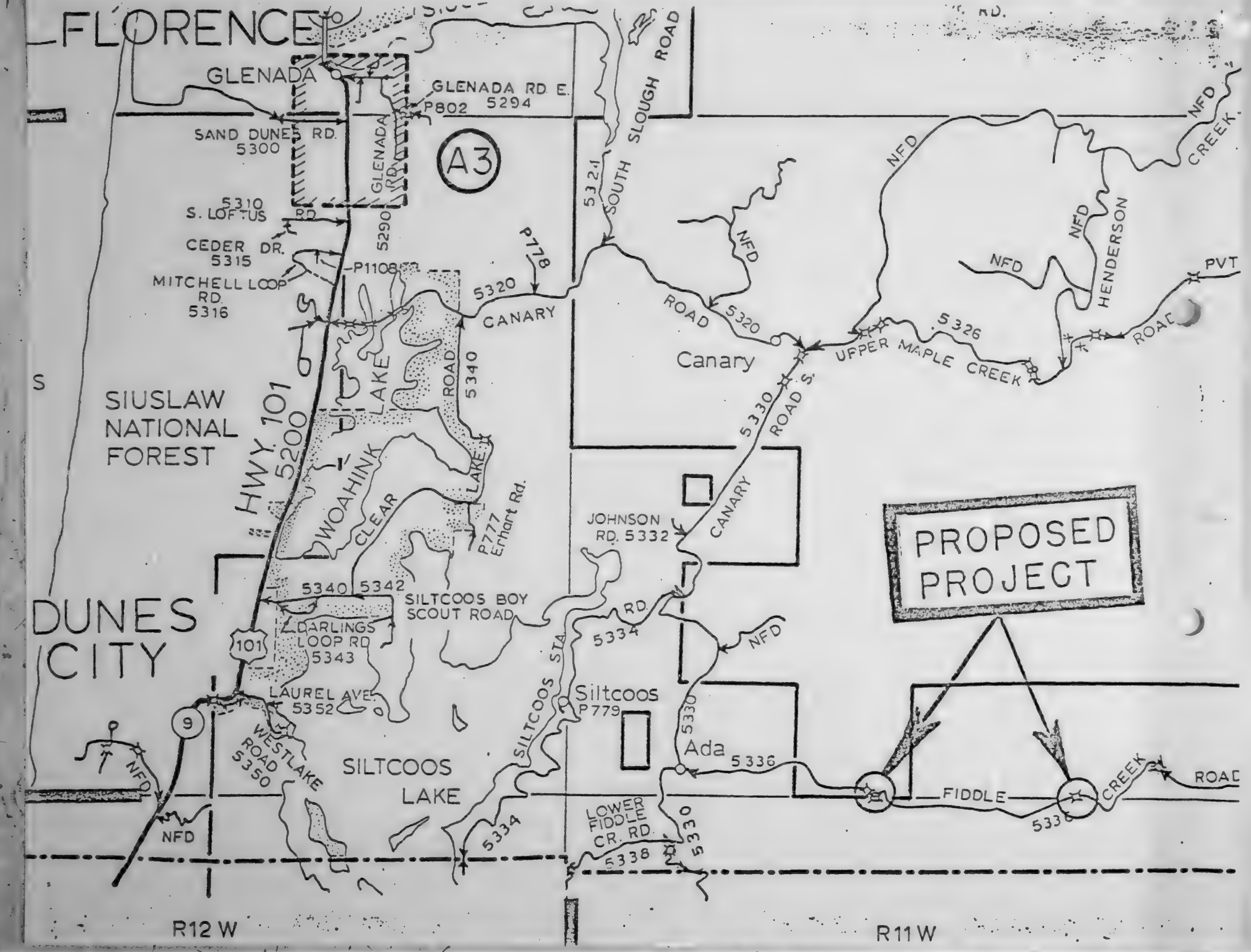
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None. There are no resources of these types in the vicinity. The three new bridges will occupy the same locations as the existing bridges, and all construction will take place within the existing right-of-way or within slope easements.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None.

Name of Preparer and Phone Number: _____


FLORENCE
GLENADA
GLENADA RD. E.
P802 5294
SAND DUNES RD.
5300
GLENADA RD.
A3
5310
S. LOFTUS RD.
CEDER DR.
5315
MITCHELL LOOP RD.
5316
5290
P1108
P778
5321
SOUTH SLOUGH ROAD
5320
CANARY ROAD
NFD
NFD
NFD
NFD
HENDERSON
CREEK
PVT
ROAD
Canary
5326
UPPER MAPLE CREEK
5330
ROAD S.
SIUSLAW NATIONAL FOREST
HWY. 101
5200
LAKE ROAD
5340
WOAHINK LAKE
CLEAR LAKE
P777 Erhart Rd.
JOHNSON RD. 5332
CANARY
PROPOSED PROJECT
5340 5342
SILTCOOS BOY SCOUT ROAD
DUNES CITY
101
DARLINGS LOOP RD
5343
RD.
5334
NFD
SILTCOOS STA.
Siltcoos
P779
5330
LAUREL AVE.
5352
9
WESTLAKE ROAD
5350
NFD
NFD
SILTCOOS LAKE
Ada
5336
FIDDLE
CREEK
ROAD
5334
LOWER FIDDLE CR. RD.
5338
5330
R12W
R11W

9432

OBEC CONSULTING ENGINEERS

November 26, 1980

Mr. Jack Ayres
Region Federal Aid Engineer
Department of Transportation
P. O. Box 1128
Roseburg, Oregon 97470

Re: Fiddle Creek Bridges
OBEC Job No. 3-247

Dear Jack:

I am enclosing for your information a copy of the revised Project Category Request for the Fiddle Creek Project.

Perhaps I erred in sending this directly to Walt Hart instead of through you. If there is another procedure we should be following for these types of submittals, I would appreciate your letting me know so that we can handle them properly in the future.

Very truly yours,

Willis G. Worcester
Project Engineer

WGW:ps
Enclosure

Copy to Reynoldson
Proj. mgt.

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

OBEC CONSULTING ENGINEERS

November 14, 1980

Mr. Walter J. Hart
Structural Design Engineer
Oregon Department of Transportation
328 Transportation Building
Salem, Oregon 97310

Re: Fiddle Creek Bridges
OBEC Job No. 3-247

Dear Mr. Hart:

In February, 1980, Lane County submitted a Project Category Request for the above project. Category 3 was requested and supported by the Oregon State Highway Division Environmental Section. The FHWA returned the request with no action, pending submittal of more complete information.

In the mean time, the County has decided not to use the new alignment originally proposed, and to follow the existing alignment instead. This will put the three new bridges in the same locations as the existing structures and require only very minor road widening at the bridge ends.

In view of this change in the project, we are submitting a revised Project Category Request, which is enclosed.

Very truly yours,

Willis G. Worcester
Project Engineer

WGW:ps
Enclosure

cc: George Price - w/enc.

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

STATE HIGHWAY DIVISION

PROJECT CATEGORY REQUEST

A. Project Identification:

Date November 14, 1980

Section Fiddle Creek Bridge

City _____ Hwy. No. _____

Highway County Road 5336

Begin M.P. 1.7 Length 1.0

County Lane

Program Estimate $250,000

Region III

Funding Source HBR

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

Replacement of 3 narrow, load restricted bridges, on poor alignment. Untreated wood structures 22 years old. Too far gone to rehabilitate. Alternative is "no build" and reduce load limit further, as required.

C. Recommended Project Category and Documentation:

Project Category	Documentation
1	Draft and Final EIS
2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

- ☐ Wetlands Finding
- ☐ Cultural Resource Survey
- ☐ Section 106 Procedures
- ☐ Noise Study Report
- ☐ Indirect Source Construction Permit
- ☐ Section 4(f) Determination

Basis for Recommended Category:

The proposed project involves replacing three existing bridges with new structures in the same locations. Some very slight changes in alignment will be required due to the four-foot increase in width of the new bridges.

D. Descriptions:

	Existing Facility	Proposed Facilit
Number of Traffic Lanes	1	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	No	No
Average Daily Traffic (Volume/Year)	80/1977	100/1980
Alignment (New, Combined, Existing)		Combined
Speeds (Posted/Estimated)		30

E. - Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	None
Estimated Number of Parcels	None
Residential Relocation (No.)	None
Business Relocation (No.)	None

Small slope easements may be needed due to the narrow (40') right-of-way.

2. Estimated Impact on Land Use:

None.. The surrounding lands are used for cattle grazing. This use would be unaffected by the proposed project.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Some log and grain trucks use the existing bridges. Their replacement could lead to some increase in truck traffic.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None: There will be no construction within the low-water stream channels. There are no wetlands in the vicinity of the project. No rare or endangered species of plants or animals, if present, will be affected. The only ecological impact of any type will be of a very minor and temporary nature during actual construction.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None.. There are no resources of these types in the vincinity. The three new bridges will occupy the same locations as the existing bridges, and all construction will take place within the existing right-of-way or within slope easements.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None.

Name of Preparer

9432

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 25, 1980

In Reply Refer to
File No.: AGR

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Oregon Project No. BROS-2000(-)
Fiddle Creek (Fiddle Cr. Rd.) Bridges (3)
County Road No. 5336
Lane County and OBEC

Attached for your consideration are two conformed copies of a Consultant Agreement covering the construction engineering services to be furnished to Lane County by OBEC Consulting Engineers for subject project.

A pre-award audit evaluation was conducted by the Highway Division Accounting Office and the suggested revisions have been incorporated. A copy of the audit report is attached for your review.

We request your approval now of the Consultant Agreement, authorization to proceed with work by the consultant upon program approval and the return of one approved copy of the agreement for our project file.

Under certification acceptance does not require FHWA approval.
Mainor

MCH:pf
Attachment

cc: Jack Ayres, Region 3
Cliff Laux

RECEIVED
JUN 26 1980
OREGON DIVI

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
RETURNED TO _____
FOR _____
FILE: PM FA LG.

Form 734-3122

9432

STATE OF OREGON
HIGHWAY ACCOUNTING
EXTERNAL AUDIT - 82878

INTEROFFICE MEMO

FILE : AGR

DATE: May 29, 1980

TO: Vernon E. Skoog
Controller

FROM: Dettmar W. Jones
Staff Auditor

SUBJECT: Pre-award Evaluation
Lane County/OBEC
Fiddle Creek Bridges (3)

As requested by D. E. Swan's memo dated May 21, 1980, and as required by State and Federal procedures, we have reviewed the accounting provisions of the subject proposal.

We recommend withholding your approval pending the clarification of Payment Clauses, as follows:

Page ~~5~~ 1 - Paragraph 1 should include an additional sentence: *"Neither State nor Federal funds shall participate in Consultant's costs incurred for Preliminary Engineering."*

Page 6 - Paragraph 2(e), the last sentence should read, *"The County may negotiate supplemental agreements in the events of (1) changes in the scope or extent of the project which revise the original cost estimate, and (2) final costs exceeding $22,000. In both events prior approval to incur such additional cost is required."*

Paragraph 3, the second sentence should read, *"County shall review, approve and forward to State all construction engineering billings from Consultant."*

APPROVED
V. E. Skoog
V. E. Skoog, Controller
Oregon State Highway Division

DWJ:njc

cc: Mainor Holmes

Contains Recycled Materials
81-125-1307

9432

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

June 6, 1980

In Reply Refer to
File No.: PRO 6

Mr. George Price
County Engineer
Lane County
3040 N. Delta Hwy.
Eugene, OR 97401

MISC. CONTRACTS and
AGREEMENTS No. 9187

Dear Mr. Price:

Attached is a copy of the Consultant Agreement between Lane County and Oregon Bridge Engineering Company for the proposed Fiddle Creek Bridge Replacements on County Road No. 5336 in Lane County.

Our auditors have deemed it necessary that certain minor additions and modifications be made to this agreement to bring it into conformance with State and Federal procedures.

If you have any questions please call me at the Region Highway office in Roseburg (440-3399), if not, just mail the corrected copy to me in Roseburg.

Cordially,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY JACK AYRES
REGIONAL FEDERAL AID ENGINEER

By JACK AYRES
Regional Federal-Aid Engineer

ja/cp
attach.
cc: D.H. Moehring
Larry Asburry
E. Ash
Lou Pierce - OBEC

Form 734-3122

94132

April 25, 1980

AGR 4

Mr. George F. Price
Director of Public Works
Lane County
3040 North Delta Highway
Eugene, OR 97401

MISC. CONTRACTS and
AGREEMENTS No. 7264

Dear Mr. Price:

Attached for your records are two fully executed copies of an agreement for the design and construction of the Fiddle Creek Bridges on Fiddle Creek Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Att.

bc: Don Harwell (agree. att.)

94.32

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Fiddle Creek Bridges

DATE: April 23, 1980

The state has reviewed your project and reached the following conclusions:

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
APR 24 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

[X] No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: G.L. Green
H.S. Coulter
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
(3) Reg. Engr.: A. Shirley
(5) Dist. Engr: L.R. Asburry

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8002 2 500

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon
Phone: 378-3732 97310

APR 22 1980

PNRS STATE REVIEW

Project #: ~~8002 2 500~~

Return Date: MAR 21 1980

HOUSING REVIEW

THE REVIEW PROCESS IS DIFFERENT FOR THESE PROJECTS

(a) Information from applications for assistance under the HUD housing program is forwarded to the Clearinghouse by HUD. Federal processing continues while review is being conducted.

(b) Review comments should reflect consistancy with plans and programs as well as environmental concerns.

(c) Please notify us immediately if you are unable to respond by the return date. If no response is received it will be assumed that you have no comment and the file will be closed

PROGRAM		ENVIRONMENT
( )	It has no significant effect.	( )
(X)	Effects, although measurable, would be acceptable	( )
( )	It has no adverse effect	( )
( )	It has adverse effects. (Explain in Remarks Section)	( )
( )	We are interested but require more information (explain in remarks section)	( )
(X)	Additional comments for project improvement.	( )

REMARKS

BY: James A. Newton
Environmental Management Section 4/21/80

Agency

The Oregon Department of Fish and Wildlife has no objection to the Fiddle Creek Bridges Project in Lane County provided the following conditions are observed during construction:

1) Work is confined to the low flow period of July 1 to September 31.

2) Bank disturbance is kept to a minimum and exposed soils are revegetated as soon as possible.

3) Adequate measures are taken to minimize turbidities which could arise during construction.

4) No pollutants of any type are allowed to enter the waterway (e.g. petroleum products, fresh concrete, etc).

5) All project debris is removed from the stream.

6) The small gravel bar under bridge three is not disturbed.

7) The project is coordinated with Jerry Macleod, district fish biologist, during the planning and implementation phases.

Mr. Macleod can be contacted at 2625 Highway 101, Florence, Oregon 97439, telephone number 997-7366.

We appreciate the opportunity to review and comment on this project.

cc: Jerry Macleod
bc: Jim Fessler
Brent Forsberg

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon
Phone: 378-3732 97310

RECEIVED
FEB 26 1980
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 3002 [illegible] Return Date: [illegible]

HOUSING REVIEW

THE REVIEW PROCESS IS DIFFERENT FOR THESE PROJECTS

(a) Information from applications for assistance under the HUD housing program is forwarded to the Clearinghouse by HUD. Federal processing continues while review is being conducted.

(b) Review comments should reflect consistancy with plans and programs as well as environmental concerns.

(c) Please notify us immediately if you are unable to respond by the return date. If no response is received it will be assumed that you have no comment and the file will be closed

PROGRAM		ENVIRONMENT
( )	It has no significant effect.	( )
( )	Effects, although measurable, would be acceptable	( )
( )	It has no adverse effect	( )
( )	It has adverse effects. (Explain in Remarks Section)	( )
( )	We are interested but require more information (explain in remarks section)	( )

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

9432

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

4-2-80

Lane

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Fiddle Creek (Fiddle Cr. Rd.) Bridges

HIGHWAY NAME: Fiddle Creek County Road

HIGHWAY NUMBER:

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
3	5	Lane	

LENGTH	MILEPOST NUMBER		
1 mile	Overall	TO	[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [XX] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: Lane County

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER HBR (OS)

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [ ] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Lane County is requesting a $250,000 project for Preliminary Engineering and Construction of three (3) 75 + 75 + 60-foot concrete slab structures over Fiddle Creek on the Fiddle Creek Road. The project will develop the environmental statement and provide plans and contract documents for replacement of the existing Wood Deck and Stringer Structures. A Consultant will perform the preliminary and construction engineering work.

Proposed structure widths - 28 feet.

24' min
ok!

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1979 - 100	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
35	AASHTO	[ ] LIGHT [ ] MEDIUM [ ] HEAVY

Approved 4-2-80

Location Engineer

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	N/A	N/A
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☐	☒
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream Fiddle Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands (Consultant)	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment	X		
Statewide Assessment		X	
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing _____		X	
Borrow Source		X	
Material Source		X	
Utilities			X

Type _____

	YES	NO	MAYBE
Hydraulics Study	X		
Soils Investigation	X		
Airport Clearance		■	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available		X	
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review		X	

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING			X
RIGHT-OF-WAY	X		
CONSTRUCTION ENGINEERING			X

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	1.
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	4
P.S. & E. DOCUMENTS	( )	3.0

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment	X		
Statewide Assessment		X	
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing		X	
Borrow Source		X	
Material Source		X	
Utilities			X

Type _____

	YES	NO	MAYBE
Hydraulics Study	X		
Soils Investigation	X		
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available		X	
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review		X	

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING			X
RIGHT-OF-WAY	X		
CONSTRUCTION ENGINEERING			X

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	1.
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	4
P.S. & E. DOCUMENTS	( )	3.0

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

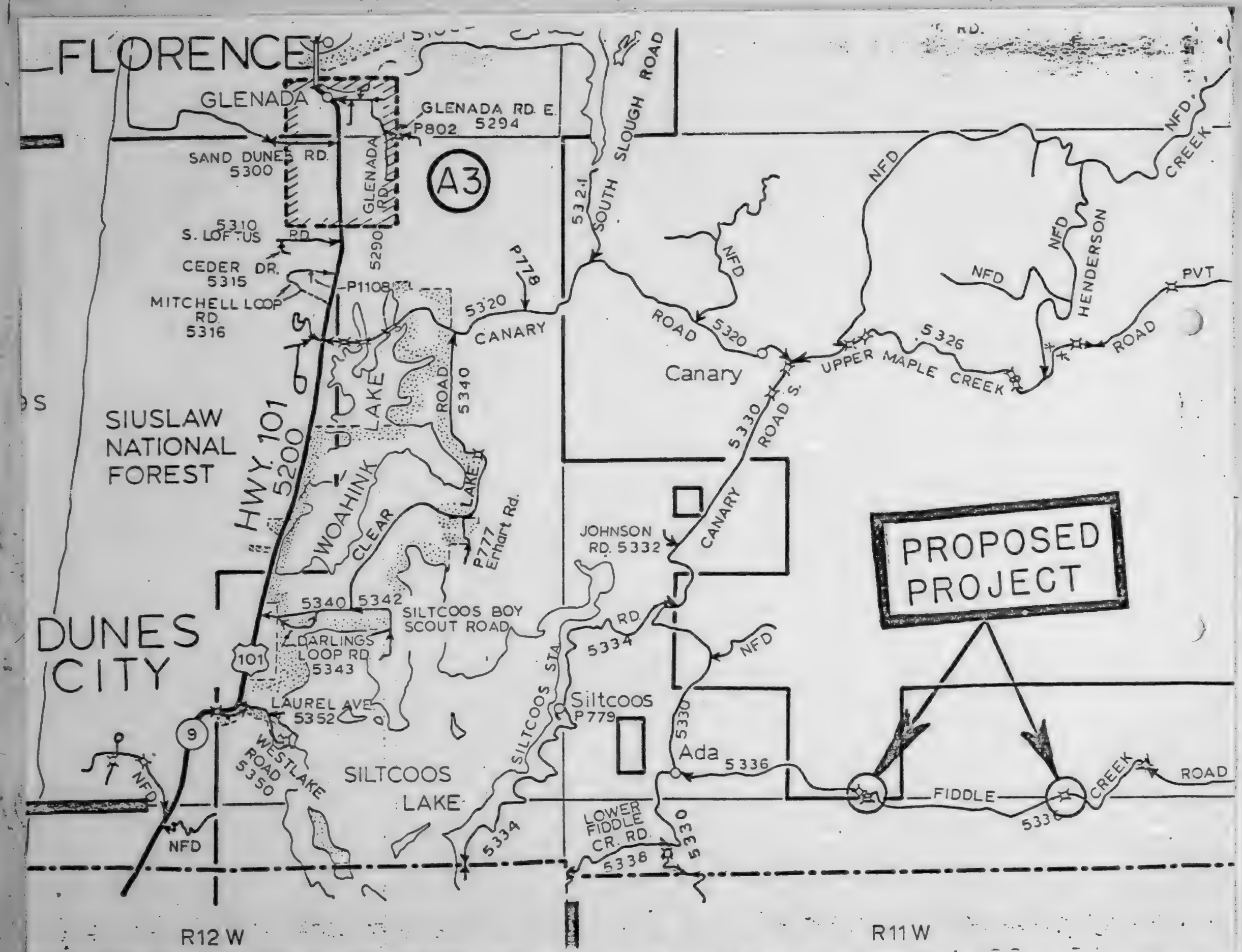
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 12,000	$ 12,000
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES	210,000	295,000
RAILROAD		
ROADWAY	10,000	10,000
OTHER Construction Engineering	18,000	
ENGINEERING & CONTINGENCIES		105,000
PROJECT TOTAL	$250,000	$422,000

SUBMITTED BY _____


FLORENCE
GLENADA
GLENADA RD. E.
P802 5294
SAND DUNES RD.
5300
GLENADA RD.
A3
5310
S. LOFTUS RD.
CEDER DR.
5315
MITCHELL LOOP RD.
5316
5290
P1108
P778
5320
CANARY
ROAD
5340
LAKE
WOAHINK
CLEAR
LAKE
P777 Erhart Rd.
SIUSLAW NATIONAL FOREST
HWY. 101
5200
DUNES CITY
101
9
LAUREL AVE.
5352
WESTLAKE ROAD
5350
NFD
NFD
5340 5342
SILTCOOS BOY SCOUT ROAD
DARLINGS LOOP RD.
5343
SILTCOOS LAKE
SILTCOOS STA.
5334
LOWER FIDDLE CR. RD.
5336
5330
JOHNSON RD. 5332
CANARY
ROAD
5334
NFD
Siltcoos
P779
5330
Ada
5336
5321
SOUTH SLOUGH ROAD
NFD
NFD
NFD
5320
Canary
5326
UPPER MAPLE CREEK
NFD
HENDERSON
ROAD
PVT
NFD
CREEK
PROPOSED PROJECT
FIDDLE
5330
CREEK
ROAD
R12 W
R11 W

(FCP 0001)

Form E-39--2M--12-54

9432

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section Fiddle Creek Bridges — Date March 14, 1980, 19

Highway County Road #6336 — Authorization No. 1

County Lane — Survey Prefix 220-19 (Assigned by Salem office)

Description of termini, route, length, etc.: Locations are Easterly of Ada on County Road #5336 at Mile Posts 1.87, 1.90 and 3.84, on the Fiddle Creek Road.

PROJECT MANAGEMENT

Date Rec'd 7-8 A-95 _____

FHWA Appr. _____ On TIP _____

Ass't _____ On An. Prog. _____

Purpose of survey: Monitor the preparation of the plans and specifications prepared for Lane County. County and Consultant Charges to be non-participating → State to do Found Investigation.

2-20-81 KEH

why foundation investigation - consultant agreement shows that consultant is doing it? called Jack Ayres and Phil Llewellyn to have corrected. See below revision.

Estimate of cost:

Resident Engineer	901	$ 350	Project Mgmt	920	$ 50
Final Design	905	750	Specifications	921	1,000
Bridge Design	906	0	Adm. Services	922	50
Soils & Geology	910	200	Environmental Sec.	923	100
Signing	911	200	Found. Investigation	926	6,300
			~~Free Br. Des. to Co.~~	927	~~3,000~~

Approved by Council 7-17-79

Total estimated cost of survey . . . . . $ 12,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

INSTRUCTIONS

Submit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAY 22 1980
LOCATION SECTION

Request made by: Eugene H Ash
Eugene H. Ash, Field Engineer

Recommended for Approval: _____, Division Engineer

Recommended for Approval: Frank E Popin, Construction Engineer

Approved E J Tourtellotte, State Highway Engineer

State Printing 81346

9432

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

In Reply Refer to
File No.:
PRO 6-5

February 20, 1980

TO Executive Department
Federal Aid Coordination Unit

Lane Council of Governments
135 - 8th Avenue East
Eugene, Oregon 97401

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 5
Section: Fiddle Creek Bridges
Highway: County Rd. 5336
County: Lane

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 20, 1980.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg (3)
Gary Potter
W. J. Hart
Reg. 3 Engr: A. Shirley
Dis. 5 Engr: Larry Asburry
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENG.
FEB 22 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File ✓

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: Department of Transportation [45	46] DIVISION: Highway [79				
03	12] APPLICANT ADDRESS STREET: Transportation Building [45	46] CITY: Salem [60		76] ZIP: 97310 [80		
04	12] CONTACT PERSON: D. H. Moehring [45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6563 [59		
01	12] PROJECT TITLE: Fiddle Creek Bridges [71					
11	12] PROJECT LOCATION—CITY: County Rd. 5336	PROJECT LOCATION—COUNTY: Lane	PROJECT LOCATION SEC: T: R: [79			

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

Purpose, Need, and Description of Project (Describe Alternatives):

06 12] Replacement of 3 narrow, load restricted bridges, on poor alignment. Present [71

07 12] bridges are untreated wood structures, 22 years old, that are too far gone to [71

08 12] rehabilitate. Alternative is "no build" and reduce load limit further, as [71

09 12] required. [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
200,000	------	------	50,000	------	250,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71	
15	12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45	46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?			(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
Yes	No	Date:	Yes	No	Yes	No	Yes	No
[X] 29	[ ] 30	2-20-80	[X] 31	[ ] 32	[ ] 33	[X] 34	[ ] 35	[X] 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	March	25	1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 2-20-80

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date February 12, 1980

Section Fiddle Creek Bridges
City _____ Hwy. No. _____
Highway County Road 5336
Begin M.P. 1.7 Length 1.0
County Lane
Program Estimate $250,000
Region 3
Funding Source HBR
(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):
Replacement of 3 narrow, load restricted bridges, on poor alignment. Present bridges are untreated wood structures, 22 years old, that are too far gone to rehabilitate. Alternative is "no build" and reduce load limit further, as required.

C. Recommended Project Category and Documentation:

Project Category	Documentation
1	Draft and Final EIS
2	Environmental Assessment and Finding of No Significant Impact
x 3	Categorical Exclusion

Other Documentation:

- [ ] Wetlands Finding
- [ ] Cultural Resource Survey
- [ ] Section 106 Procedures
- [x] Noise Study Report
- [ ] Indirect Source Construction Permit
- [ ] Section 4(f) Determination

Basis for Recommended Category:
Minor changes only in alignment.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	1	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	No	Yes
Average Daily Traffic (Volume/Year)	80/1977	100/1980
Alignment (New, Combined, Existing)		Combined
Speeds (Posted/Estimated)		30

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0.5
Estimated Number of Parcels	1
Residential Relocation (No.)	-0-
Business Relocation (No.)	-0-

2. Estimated Impact on Land Use:

None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Expected increase in log truck traffic.
Increase in safety on new alignment.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None.

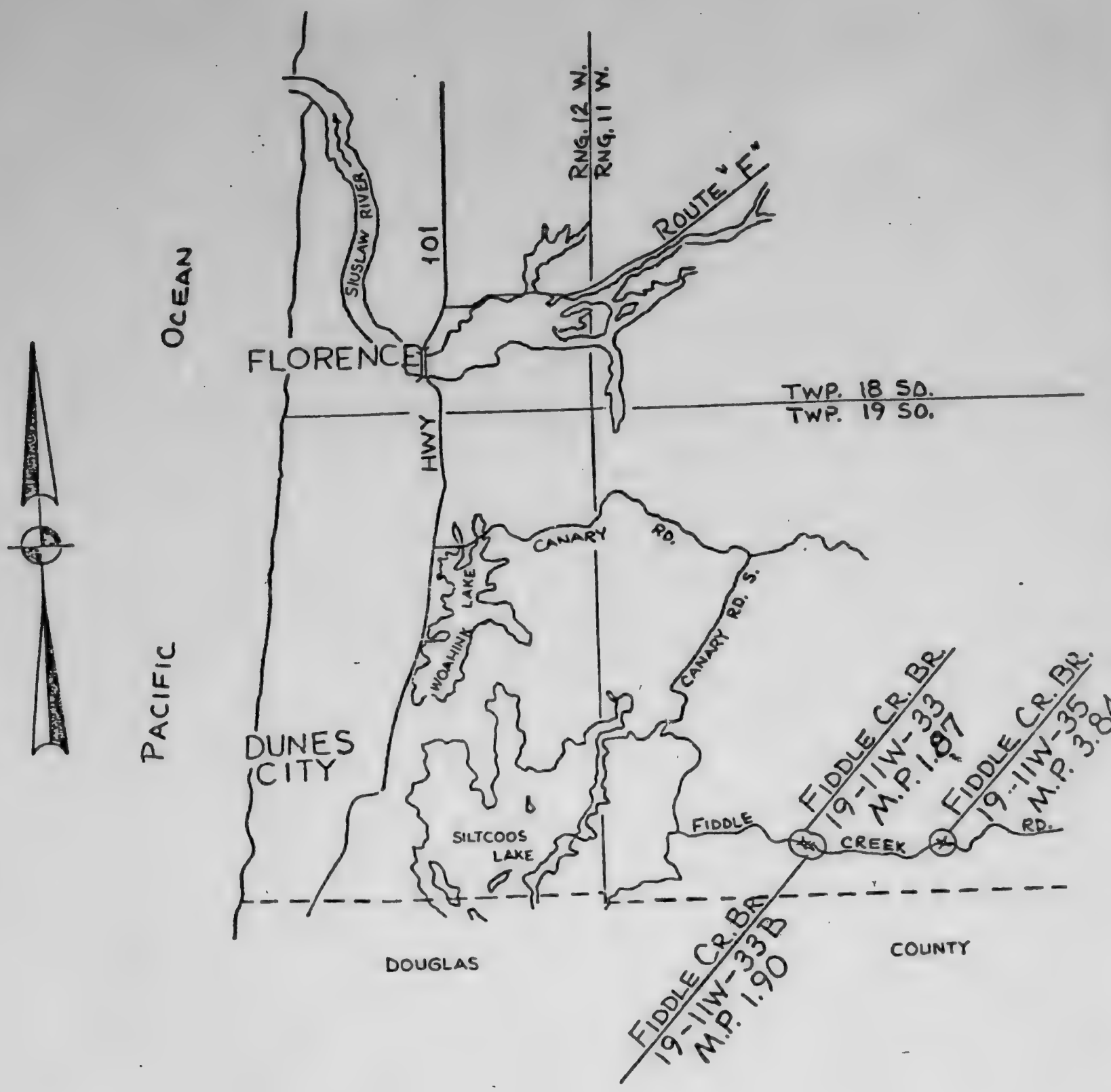
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Additional R/W desired might be a problem.

Name of Preparer and Phone Number: George Price 687-3895



LANE COUNTY DEPT. OF PUBLIC WORKS

VICINITY MAP FOR FIDDLE CREEK BRIDGES

SCALE 1" = 2 MILES

9432

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date February 12, 1980

Section Fiddle Creek Bridges

City _____ Hwy. No. _____

Highway County Road 5336

Begin M.P. 1.7 Length 1.0

County Lane

Program Estimate $250,000

Region 3

Funding Source HBR

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

Replacement of 3 narrow, load restricted bridges, on poor alignment. Present bridges are untreated wood structures, 22 years old, that are too far gone to rehabilitate. Alternative is "no build" and reduce load limit further, as required.

C. Recommended Project Category and Documentation:

Project Category	Documentation
1	Draft and Final EIS
2	Environmental Assessment and Finding of No Significant Impact
x 3	Categorical Exclusion

Other Documentation:

- ☐ Wetlands Finding
- ☐ Cultural Resource Survey
- ☐ Section 106 Procedures
- ☒ Noise Study Report
- ☐ Indirect Source Construction Permit
- ☐ Section 4(f) Determination

Basis for Recommended Category:

Minor changes only in alignment.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	1	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	No	Yes
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Speeds (Posted/Estimated)		30

(11-16-79)

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Estimated Number of Parcels	1
Residential Relocation (No.)	-0-
Business Relocation (No.)	-0-

2. Estimated Impact on Land Use:

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3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Expected increase in log truck traffic.
Increase in safety on new alignment.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None.

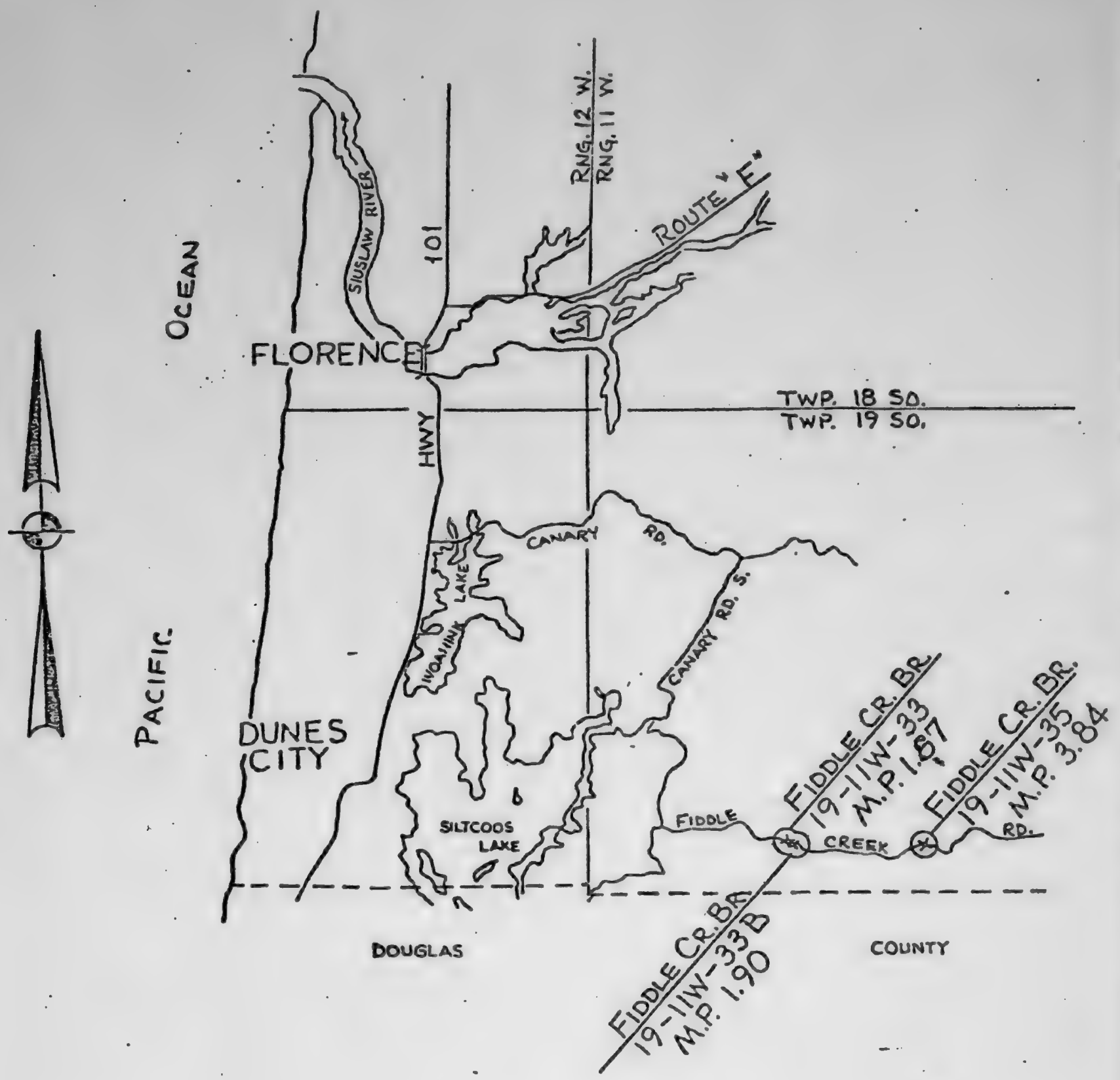
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Additional R/W desired might be a problem.

Name of Preparer and Phone Number: George Price 687-3895



LANE COUNTY DEPT. OF PUBLIC WORKS

VICINITY MAP FOR FIDDLE CREEK BRIDGES

SCALE 1" = 2 MILES

12-77

FEDERAL AID PROJECT REQUEST

Date _____

Applicant Agency Lane County

Request for: Off-System ____, FAS-C ____, FAUS ____ Project HBR

Federal Aid Route No. - Route Name Fiddle Creek Road

Project Name Fiddle Creek Bridges

Project Length 1.0 overall Project Location (Attach sketch map)

Project Description Replacement of 3 bridges and alignment improvement.

Average Daily Traffic 100 Design Speed 35

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) N.A.

   Width _____ Travel Lanes _____ Shoulders _____
   Medians _____ Parking _____
   Sidewalks _____
   Remarks _____

2. Desired Roadway Cross Section: (Attach sketch) N.A.

   Width _____ Travel Lanes _____ Shoulders _____
   Medians _____ Parking _____
   Curbed _____ Length Curb Radii _____
   Sidewalk/Bikeway _____
   Remarks _____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

   General Width 60 Minimum _____ Maximum _____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
   Yes _____ No X

3. Will additional right-of-way be needed? Yes X No _____
   If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No X
   Remarks _____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

   None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? N/A

4. Permanent Striping:

Include in project or by applicant? N/A

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location MP 1.87, MP 1.90, MP 3.84

Type Wood Deck and Stringer - Wood piling

Approach Roadway Width 20' Shoulder Width -

Length 78 - 78 - 78 Width 19'

To remain in place? No

2. Proposed Structure:

Location Same locations

Approximate Size: Length 75 + 75 + 60 Width 28'

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No X

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Lane County Dept. of Public Works / Office
2. Environmental — Lane County Dept. of Public Works / Office
3. Public Hearing — Lane County Dept. of Public Works / Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant_____ State_____ Consultant X

2. Project construction engineering to be performed by:

Applicant_____ State_____ Consultant__X__

3. Will applicant perform any work prior to or after award of contract?
Yes__X__ No_____
If "yes," describe briefly: Minor road improvements

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 10,000
Right-of-way costs (if participating)	-
Traffic control	-
Illumination	-
Structures	210,000
Railroad	
Other Construction Engineering	18,000
Preliminary engineering	12,000
PROJECT TOTAL	$ 250,000

Remarks_____

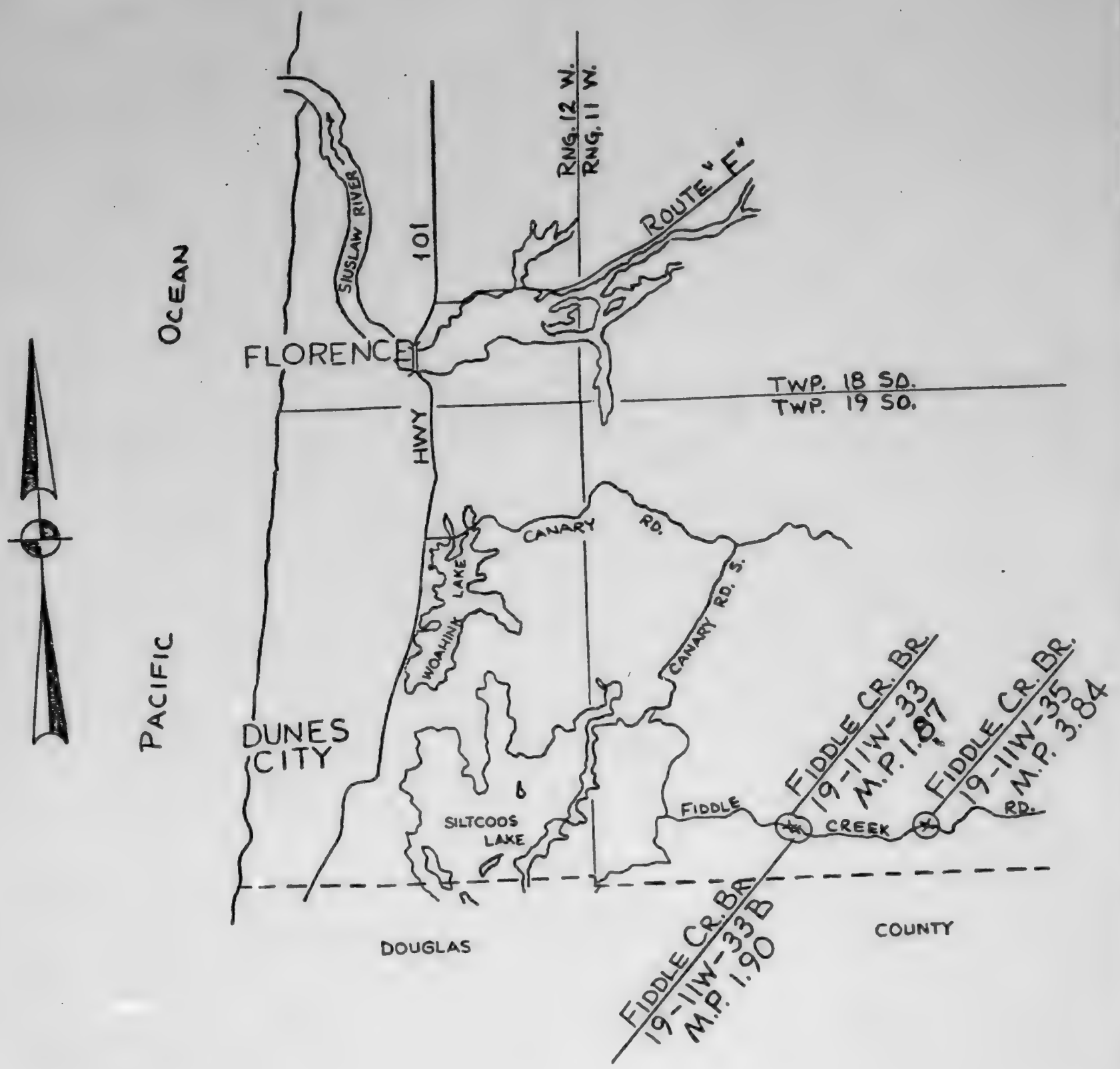
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Lane COUNTY

By_____ By Lucige Tucci

By_____ By_____

By_____



LANE COUNTY DEPT. OF PUBLIC WORKS

VICINITY MAP FOR FIDDLE CREEK BRIDGES

SCALE 1" = 2 MILES

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Section Fiddle Creek Bridge
Highway County Road 5336
County Lane
Region III
(Attach Sketch Map)

Date
City Hwy. No.
Begin M.P. 1.7 Length 1.0
Program Estimate $250,000
Funding Source HBR

B. Purpose, Need, and Description of Project (Describe Alternatives):

Replacement of 3 narrow, load restricted bridges, on poor alignment.
Untreated wood structures 22 years old. Too far gone to rehabilitate.
Alternative is "no build" and reduce load limit further, as required.

C. Recommended Project Category and Documentation:

Project Category	Documentation
1	Draft and Final EIS
2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

- ☐ Wetlands Finding
- ☐ Cultural Resource Survey
- ☐ Section 106 Procedures
- ☐ Noise Study Report
- ☐ Indirect Source Construction Permit
- ☐ Section 4(f) Determination

Basis for Recommended Category:

Minor changes only in alignment.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	1	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	No	Yes
Average Daily Traffic (Volume/Year)	80/1977	100/1980
Alignment (New, Combined, Existing)		Combined
Speeds (Posted/Estimated)		30

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0.5
Estimated Number of Parcels	1
Residential Relocation (No.)	-0-
Business Relocation (No.)	-0-

2. Estimated Impact on Land Use:

None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Expected increase in log truck traffic.
Increase in safety on new alignment.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

Additional R/W desired <u>might</u> be a problem.

Name of Preparer and Phone Number: [illegible] 654-3590

1982 Blackhorse Ck. (Lexington) 9433
Bridge Sec. on Arcade St.
(Structure)

CdA 7460 3/20/81

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: December 6, 1984

CITY: Lexington AGREEMENT NO: 7460 PROJECT NO: BROS-2503(1)

CONTRACT NO: 9433 SECTION: Blackhorse Creek (Lexington) Br.

Preliminary Engineering 325-1973

	Participating	Non Participating
Resident Engineer	$ 4,801.32	$ 105.08
Final Design	948.17	
Bridge Design	3,997.68	
Location	1,420.95	
Program Management	191.82	
Specifications	1,240.91	
Administrative Services	35.82	
Environmental Section	119.66	
Structure Foundation	7,072.17	
Total P.E. Cost	$ 19,828.50	$ 105.08

Construction Prefix 325-1072

Payment to Contractor	$ 88,302.41	$
Resident Engineer Charges	10,368.04	29.35
Project Management	82.39	
Materials Testing Lab	2,126.20	
Technical Services	290.37	
Construction Branch	222.02	
Region Engineer Office	156.34	
Total Construction Cost	$ 101,547.77	$ 29.35

Summary

Total Participating P.E. Cost	$ 19,828.50
Total Participating Const. Cost	101,547.77
Total Participating Cost	$ 121,376.27

Federal Funds

P.E.	$15,862.80	
Const.	$81,238.22	$ (97,101.02)
	Subtotal	$ 24,275.25
Pluss Non Participating City Cost		134.43
Less (SCA) State Funds		24,409.68
BALANCE DUE FROM CITY		$ -0-

MKS:bkb

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW: Crew #080-08

DATE OF REQUEST: 11-7-84

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.): May. Payroll Crew #080-08

SEND ORIGINAL TO ACCOUNTING SECTION

DATE OF ORIGINAL TRANSACTION: May-1982

VENDOR'S NAME:

DATE OR VOUCHER NO.	DESCRIPTION	CHARGE PREFIX	CHARGE FUNCTION	CHARGE SUB FUNC	CHARGE OBJECT	CHARGE P/N GROUP	CHARGE AMOUNT	CREDIT PREFIX	CREDIT FUNCTION	CREDIT SUB FUNC	CREDIT OBJECT	CREDIT P/N GROUP	CREDIT AMOUNT	CREW NO.
5-6-82	5-82 J.V. 73006 R.D. Johnson @ 14.10/Hr.	630-1082	~~707~~ 900		001	P	~~112 00~~ 173 57	325-1072	900		001	P1	~~112 00~~ 173 57	08008
5-3-10 13-82	5-82 J.V. 73006 T.A. Penner @ 11.65/Hr.	630-1082	~~707~~ 900		001	P	~~200 32~~ 426 04	325-1072	900		001	P1	~~200 32~~ 426 04	08008
5-3 to 5-6-82 / 5-10 to 5-13-82	32 hrs. 5-82 J.V. 73006 32 hrs. M.W. Burch @ 10.61/Hr.	630-1082	~~707~~ 900		001	P	~~679 04~~ 1034 24	325-1072	900		001	P1	~~679 04~~ 1034 24	08008

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW	DATE OF REQUEST: 11-27-84	NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.)
SEND ORIGINAL TO ACCOUNTING SECTION	DATE OF ORIGINAL TRANSACTION	VENDOR'S NAME

REFERENCE	CHARGE							CREDIT							CREW NO.
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		
1-83 J.V. 77480	325-1072	900		719	P1	1,342	86	325-1072	900		163	N1	1,342	86	0050
4-84 J.V. 86228	↓	900		719	P1	290	99	↓	900		163	N1	290	99	0500

9433 5-2-84

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building
Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BROS-2503(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 3-25-81 To: 2-16-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
19,978.58	19,828.50	80%	15,862.80	15,862.80	-0-
~~103,165.97~~ 101,532.12	101,547.77	80%	81,238.22	81,238.22	-0-
~~123,144.55~~ 121,510.70	121,376.27	80%	97,101.02	97,101.02	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 5/2/84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Blackhorse Creek (Lexington) Bridge Lexington City Street Morrow County					
	Preliminary Engineering Type Code PE State	All Required			$ 19,828 50	
	Construction Type code X080 Structure, Bridge #16568 (Sta. 2+31 to Sta. 2+891) Final Contract Payment Summary	Lump Sum			88,302.41	
	Construction Engineering State	All Required			13,245.36	
	Total Participating Project Cost				$121,376.27	
	Non Participating Project Cost Preliminary Engineering (State)	All Required			105.08	
	Construction Engineering	All Required			~~1,663.20~~	29.35
	Total Non Participating Project Cost				~~1,768.28~~	134.43
	Total Project Cost				~~$123,144.55~~ $ 121,510.70	
	Prepared based on Participating cost as shown on the Federal Billing as of 5-3-84					
	AMOUNT CARRIED FORWARD					

9433 5-2-24 325.1973 325-1072

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building
Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BROS-2503(1)

PROGRAM APPROVED

VOUCHER PERIOD From: 3-25-81 To: 2-16-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
19,978.58	19,828.50	80%	15,862.80	15,862.80	-0-
103,165.97	101,547.77	80%	81,238.22	81,238.22	-0-
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SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 5/2/84 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
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	Construction Engineering State	All Required			13,245.36	
	Total Participating Project Cost				$121,376.27	
	Non Participating Project Cost Preliminary Engineering (State)	All Required			105.08	
	Construction Engineering	All Required			1,663.20	
	Total Non Participating Project Cost				1,768.28	
	Total Project Cost				$123,144.55	
	Prepared based on Participating cost as shown on the Federal Billing as of 5-3-84					

AMOUNT CARRIED FORWARD

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE END
	324	1084	944	00	P 1	60.22	64.60	64.60	84	84
	324	1084	945	00	P 1	14.95	14.95	14.95	84	84
	324	1084	946	00	P 1	263.60	263.60	263.60	84	84
			101	01		29,621.94	29,601.91	29,621.91		
			** JOB TOTALS **			29,921.94 **	29,943.91 **	29,943.91 **		
BEACKHORSE CREEK BRIDGE	CONT NO 9433 X FA PROJ NOS BROS2503001 100								STATE	
	325	1072	201	00	P 1			83,302.41	82	82
	325	1072	295	00	N 9			21,320.00	82	82
	325	1072	296	00	N 9		131.97CR	102,731.01CR	82	84
	325	1072	298	00	N 9		131.97	81,731.01	82	84
	325	1072	900	00	P 1	320.34CR	320.34CR	10,263.69	82	84
	325	1072	900	00	N 1	320.34	320.34	1,663.20	83	84
	325	1072	920	00	P 1			82.39	82	82
	325	1072	940	00	P 1		155.94	1,371.30	82	84
	325	1072	941	00	P 1			754.90	82	83
	325	1072	944	00	P 1			290.37	82	83
	325	1072	945	00	P 1			222.02	82	83
	325	1072	946	00	P 1			156.34	82	82
	325	1072	948	00	P 1	101.35	104.35	104.35	84	84
			101	01		215.99CR	60.03CR	101,547.27		
			101	NI		320.34	320.34	1,663.20		
			** JOB TOTALS **			104.35 **	260.31 **	103,210.97 **		
SW PINE-SW MADISON, PTLD	CONT NO 8711 X FA PROJ NOS M 000C004 100								STATE	
	326	1003	201	00	P 1			652,060.00	78	81
	326	1003	206	00	N 1			349.29	81	81
	326	1003	295	00	N 9		6,865.81	49,565.81	78	83
	326	1003	296	00	N 9		6,865.81CR	643,712.24CR	78	83
	326	1003	298	00	N 9			594,146.43	78	83
	326	1003	900	00	P 1			1,233.37	78	83
	326	1003	900	00	N 1			50.56	78	78
	326	1003	900	01	P 1			8,000.00	79	79
	326	1003	900	02	P 1			290.69	78	79
	326	1003	903	00	P 1			29,221.71	83	83
	326	1003	915	00	P 1			815.60	82	83
	326	1003	920	00	P 1			31.90	78	78
	326	1003	940	00	P 1			73.65	81	81
	326	1003	941	00	P 1			1.00	81	81
	326	1003	945	00	P 1			255.27	81	82
	326	1003	948	00	P 1			298.96	83	83
	326	1003	985	00	P 1			196.21	78	79
			TOT	P1				692,478.36		
			TOT	NI				799.85		
			** JOB TOTALS **			**	**	692,878.21 **		
BXR XING-NW 107 AVE	CONT NO	X FA PROJ NOS RRO 000S0C3 100							STATE	
	326	1005	270	01	P 1		1,021.66CR	36,414.64	79	83

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	324 1999	916	00	P	1			462.41
	324 1999	918	00	P	1			22.12
	324 1999	920	00	P	1	19.13	19.13	234.25
	324 1999	924	00	P	1			126.83
	324 1999	926	00	P	1	23.72	344.33	597.80
	324 1999	932	00	P	1			30.44
	324 1999	933	00	P	1		112.42	112.42
	324 1999	938	00	P	1		144.19	471.74
	324 1999	950	00	P	1			157.58
		TOT		P	1	4,246.14	44,373.77	121,792.42
		TOT		N	1			153.56
		** JOB TOTALS **				4,246.14 **	44,373.77 **	121,945.98 **
WILLOW CR (MORGAN ST) BRIDGE CONT NO		FA PROJ NOS 05	2501001 100					STATE
	325 1954	906	00	P	1			15.80
	325 1954	906	00	N	1			20.75
	325 1954	909	00	P	1			75.10CR
	325 1954	910	00	P	1			43.48
	325 1954	924	00	P	1			18.82
		TOT		N	1			20.75
		** JOB TOTALS **				**	**	20.75 **
BLACKHORSE CR(LEXINGTON)BR CONT NO		* FA PROJ NOS BROS2503001 100						STATE
	325 1973	296	00	N	9			1,680.00
	325 1973	296	00	P	9			19,740.37CR
	325 1973	298	00	N	9			16,060.37
	325 1973	901	00	P	1	22.91CR	22.91CR	4,801.32
	325 1973	901	00	N	1			105.08
	325 1973	906	00	P	1			948.17
	325 1973	906	00	P	1	22.68CR	22.68CR	3,997.68
	325 1973	918	00	P	1			1,420.95
	325 1973	920	00	P	1			191.82
	325 1973	921	00	P	1	58.76CR	58.76CR	1,240.91
	325 1973	922	00	P	1			35.82
	325 1973	923	00	P	1	142.61CR	142.61CR	119.66
	325 1973	926	00	P	1			7,022.17
		TOT		P	1	246.96CR	246.96CR	19,828.50
		TOT		N	1			105.08
		** JOB TOTALS **				246.96CR**	246.96CR**	19,933.58 **
HARRIS RD-POWELL BLVD CONT NO		* FA PROJ NOS XI	9867001 100 X10 9867001					STATE
	326 1901	296	00	N	9			24,010.00
	326 1901	296	00	P	9			258,900.80CR
	326 1901	298	00	N	9			234,890.80
	326 1901	901	00	P	1			34,826.51
	326 1901	901	00	P	2			38,041.96
	326 1901	901	00	N	1			1,624.04

802 117 BILLING NUMBER 45 OREGON STATE HIGHWAY DEPARTMENT FINAL BILLING VOUCHER 05/31/84 PAGE 90

PREFIX	GRP	FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
320-1915	18		BROS-2003-003	3,987.66	4,993.58	4,984.58	80.00	3,987.66	3,987.66		
320-1069	1		BROS-2003-004	165,700.00	194,631.11	194,141.65	80.00	155,313.32	155,306.12		7.20
221-1998	1		BROS-2100-002	16,240.00	15,795.81	15,786.33	80.00	12,629.06	12,629.06		
221-1916	18		BROS-2100-003	21,292.24	26,615.30	26,615.30	80.00	21,292.24	21,292.24		
221-1019	1		BROS-2100-006	142,255.00	22,871.96	22,871.96	80.00	18,297.57	17,892.42		405.15
223-1078	18		BROS-2300-003	146,800.14	186,073.77	183,500.18	80.00	146,800.14	146,800.14		
223-1997	18		BROS-2300-004	14,675.94	18,378.92	18,344.92	80.00	14,675.94	14,675.94		
223-1905	1		BROS-2300-007	63,200.00	4,914.76	4,891.06	80.00	3,912.85	3,400.85		512.00
223-1088	1		BROS-2300-008		391.34	391.34	80.00	313.07		313.07 A	
324-1094	1		BROS-2402-003	52,800.00	42,361.35	42,361.35	80.00	33,882.68	33,393.94		488.74
324-1997	18		BROS-2403-002	3,007.35	3,759.19	3,759.19	80.00	3,007.35	3,007.35		
>424-1910	18		BROS-2403-002	14,212.10	14,212.10	14,212.10	100.00	14,212.10	14,212.10		
			PROJ TOTALS	17,219.45	17,971.29	17,971.29		17,219.45	17,219.45		
324-2533	1		BROS-2403-003	500.00	172.59	172.59	80.00	138.07	138.07		
>424-2501	1		BROS-2403-003	1,500.00	890.27	890.27	100.00	890.27	890.27		
			PROJ TOTALS	2,000.00	1,062.86	1,062.86		1,028.34	1,028.34		
325-1072	18		BROS-2503-001	81,238.22	103,210.97	101,542.77	80.00	81,238.22	81,238.22		
325-1973	1		BROS-2503-001	15,862.80	19,933.58	19,828.50	80.00	15,862.80	15,862.80		
			PROJ TOTALS	97,101.02	123,144.55	121,376.27		97,101.02	97,101.02		
229-1980	1		BROS-2900-002	27,040.00	266.42	266.42	80.00	213.14	213.14		
229-1981	1		BROS-2900-003	35,120.00	38,529.40	38,529.40	80.00	30,823.52	30,801.06		22.46
>230-1952	28		BROS-3000-003	13,083.87	16,354.84	16,354.84	80.00	13,083.87	13,083.87		
230-1986	1		BROS-3000-007	16,000.00	6,751.53	6,709.55	80.00	5,367.64	5,356.12		11.52
231-1013	1		BROS-3100-004	44,224.00	56,734.74	55,672.47	80.00	44,537.98	44,224.00	313.98 B	
231-1948	1		BROS-3100-004	16,000.00	16,012.56	15,734.83	80.00	12,587.86	12,587.86		
			PROJ TOTALS	60,224.00	71,737.29	71,407.30		57,125.84	56,811.86	313.98	
231-1960	1		BROS-3100-005	19,040.00	9,588.79	9,578.83	80.00	7,663.06	7,622.74		40.32
233-1030	1		BROS-3300-002	195,513.00	240,495.31	235,062.14	80.00	188,049.71	188,049.71		

9433 STATE COPY F

cc: OSHD (Coutt)
D Carter, Area Engr

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

1-20-84 9433

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Morrow	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
January 20, 1984	C. T. Keasey, Construction Engineer		BROS-2503(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
June 13, 1982	December 20, 1982	75 %	113 CD
APPROVED EXTENSIONS	**LOCATION** Blackhorse Creek (Lexington) Bridge Section of Arcade Street.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED STATE HWY ENGR FEB 17 '84

REFER TO Frederickson FOR

cy 2/23

Info | Init. | P/D | D/R | Sign | Ltr | File

1. Description of Improvement as Programed:

Construct Class 700 riprap.

Construct Bridge No. 16568 over Blackhorse Creek.
Length: 58 feet. Roadway Width: 31.3 feet.

Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Kniesteadt and Sons

3. Contract Amount: $88,917.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

* NOTE: A Final Inspection was made by Area Engr Carter on 6-23-82.

Signature (SHD Official) C Keasey

Title Constr. Engr.

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter Paul Padilla by Paul J. Padilla, Hwy Engr Tr		SIGNATURE G. K. Hossner Original Signed By G K HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 2-7-84	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9433

b

February 16, 1983

Contractor's Bonding & Insurance Co.
1213 Valley Street
Seattle, WA 98109

CON 5
#9433

Gentlemen or Ladies:

On December 28, 1982, we wrote to you concerning release of final payment on Contract No. 9433 awarded to Kniesteadt & Sons for the Blackhorse Creek Bridge on Arcade Street in Lexington, Morrow County.

Final payment on this contract is $2,000 and the total contract amount is $88,302.41. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Kniesteadt & Sons
121 W. 10th Street
The Dalles, OR 97058

Contractor's Bonding & Insurance Co.
P. O. Box 12053
Portland, OR 97212

bc: C. T. Keasey
Walt Hart
Robert Hector

9433

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594 CON 5

TO: Warren Richards
Construction Office Manager

DATE: July 1, 1982

R. D. Church by mk

FROM: R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9433, Work Completed June 13, 1982

Project Blackhorse Cr. (Lexington) Bridge

Highway City Street

County Morrow

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date _____

Construction Office Manager

RDC:mk

cc: J. B. Boyd
Don Harwell
Hank Wakerlig
John Jenkins
Ed Haury
Leo King

1-125.1387

9433

No. 12

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION 8

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Blackhorse Cr. Bridge (Lexington)		WEEK ENDING: June 12, 1982
		SECTION PREFIX: 325-1072
HIGHWAY: City Street (Arcade)		COUNTY: Morrow
NAME OF JOB: Blackhorse Cr.(Lexington) Br.	KIND OF WORK: Structure	
CONTRACTOR: Kniesteadt & Sons	CONTRACT NUMBER: 9433	FEDERAL AID PROJECT NUMBER: BROS-2503(1)
DATE OF CONTRACT: Feb. 4, 1982	DATE WORK STARTED: Mar. 22, 1982	ESTIMATED COMPLETION DATE: June 14, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 113
PROJECT AUTHORIZATION: $ 101,924.47	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 75%
EXCLUSIVE OF ENGINEERING: $ 93,022.77	ENGINEERING AUTHORIZATION $ 8,901.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 93,022.77	ENGINEERING COST TO DATE $ 8,472.73	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 95%	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.		16568						
PERCENT		98%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6		1		
MONDAY 7		1		
TUESDAY 8		1		
WEDNESDAY 9		1		
THURSDAY 10		1		
FRIDAY 11		1		
SATURDAY 12		1		

RECEIVED
JUN 14 1982
CONSTRUCTION SECTION

CE K OM
CAE Dee CA
FOE LS
OCS JUN 14 1982 TC
SCS CONSTRUCTION FE
EEO SECTION CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK		
SUNDAY	6	No Activity
MONDAY	7	No Activity
TUESDAY	8	No Activity
WEDNESDAY	9	No Activity
THURSDAY	10	No Activity
FRIDAY	11	No Activity
SATURDAY	12	No Activity

REMARKS

SIGNED Bobby W. Johnson LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP°F216

1433

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 3-34		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Morrow
MODIFICATION NUMBER 1	2/24/82	Project Number BROS-2503(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 8 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 18,400.00	$ 126,124.00
Federal funds	$ 14,720.00	$ 100,899.00
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of February , 19 82 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Asst. State Highway Engineer
(Title)

XXBy For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

file

Oregon State Highway Division
Salem, Oregon February 8, 1982

Federal Aid Project
No. BROS-2503(1)

Blackhorse Creek (Lexington) Bridge
Lexington City Street
Morrow County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required	$ 24,200.00

Type Code X080
Structure, Bridge #16568 (Sta. 2+31 to Sta. 2+89)

Mobilization		All Required	$ 8,504.00
Temporary Protection and Direction of Traffic		All Required	120.00
Temporary Signs	45 Sq. Ft.	5.00	225.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 Lin. Ft.	7.00	350.00
General Excavation	640 Cu. Yd.	5.00	3,200.00
Class "C" Asphalt Concrete	25 Ton	100.00	2,500.00
Guard Rail, Type 2A	75 Lin. Ft.	16.36	1,227.00
Guard Rail, Type 3	88 Lin. Ft.	23.50	2,068.00
Guard Rail Anchors, Type 1	3 Each	350.00	1,050.00
Rail End Pieces, Type C	4 Each	85.00	340.00
Rail End Pieces, Terminal Connector	4 Each	80.00	320.00
Loose Riprap, Class 700	485 Cu. Yd.	12.00	5,820.00
Filter Fabric	375 Sq. Yd.	1.56	585.00
Bridge Removal Work		All Required	12,000.00
Shoring, Cribbing, Etc.		All Required	500.00
Structure Excavation	175 Cu. Yd.	9.00	1,575.00
Structure Excavation Below Elevation Shown	20 Cu. Yd.	20.00	400.00
Structural Concrete, Class 3300 (50 CY)		All Required	10,000.00
4'x55'/60' Prestressed Slabs	8 Each	3,750.00	30,000.00
Reinforcement (6800 lbs.)		All Required	3,128.00
Three Tube Steel Railing	110 Lin. Ft.	45.50	5,005.00
			$ 88,917.00

Anticipated Items

Temporary Erosion Control	All Required	$ 100.00
	SUBTOTAL	$ 89,017.00
	Engineering	12,907.00
	TOTAL	$101,924.00

Length of Structure ---------- 0.011 mi.

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 24,200.00	$ 19,360.00	$ 4,840.00
Structure	101,924.00	81,539.00	20,385.00
TOTAL	$126,124.00	$100,899.00	$25,225.00

Group 1	100%
Contract No.	9433
Prefix:	325-1973
Prefix:	325-1072

STATE 66-1

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE OREGON
5-22		COUNTY MORROW
	FEDERAL-AID PROJECT AGREEMENT 4/29/81	PROJECT NO. BROS-2503(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Arcade Street in Lexington

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-25-81	0.01
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 18,400.00	$ 14,720.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Asst. State Highway Engineer
(Title)

~~By~~ For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: D.E. Wilken

Date executed by Division Administrator 4-29-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon April 8, 1981

Federal Aid Project
No. BROS-2503(1)

Blackhorse Creek (Lexington) Bridge Section
City Street in Morrow County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$18,400.00
	TOTAL	$18,400.00

Length of project ------- 0.01 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 18,400.00	$ 14,720.00	$ 3,680.00
Retain in Program Status			
Contract Work	106,600.00	85,280.00	21,320.00
TOTAL	$125,000.00	$100,000.00	$ 25,000.00

Group 1-100%
Prefix 325-1973

Form 734-1065 9433

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

Date February 10, 1982

Invoice No. .....

P.O. No. .....

State Highway Engineer

Transportation Building

Salem, Oregon 97310

Crew No. 006-00

Transfer from Special City Allotment fund to State Highway Fund to provide the 20% (Town of Lexington) local matching funds for the construction phase of the Blackhorse Creek (Lexington) Bridge BROS-2503(1), as described in Agreement No. 7460.

AMOUNT TO BE TRANSFERRED: $21,320.00

Transfer from 325-1709
Transfer to 325-1072

APPROVED ORIGINAL SIGNED BY D. E. SWAN

D. E. Swan, P.E.
Operation Programming Engineer

cc: Roger Lang, Region 5

9433

February 3, 1982

ACC

Linda Jones
City Recorder
Town of Lexington
City Hall
Lexington, Oregon 97839

Dear Ms. Jones:

On January 28, 1982 we received a satisfactory bid from Kniestaadt & Sons, 121 W. 10th Street, The Dalles, Oregon 97058 for the Blackhorse Creek Bridge replacement project on Arcade Street in Lexington.

As described in our Agreement No. 7460, we anticipate the financial sharing of the project costs will be:

Contractor's Bid		$88,917.00
Anticipated Additional Item:		
Temporary Erosion Control		100.00
Subtotal		$89,017.00
4 1/2% Contingencies		4,005.77
10% Engineering		8,901.70
Estimated Construction Cost		$101,924.47
Estimated Preliminary Engineering Cost		23,400.00
Total Estimated Project Cost		$125,324.47
Less: Federal Bridge Replacement Funds	(80%)	100,259.58
Required Local Matching Funds (20%)		$ 25,064.89
Less: Special City Allotment Funds ($25,000 Max.)		25,000.00
ESTIMATED CITY SHARE:		$ 64.89

We estimate the balance of the required City matching funds will be only $65. Therefore, no advance deposit is necessary at this time. The final City share will be determined at the final accounting after project completion.

Very truly yours,

D. E. Swan, P.E.
Operation Programming Engineer

KEH:pf

cc: Vern Skoog
Roger Lang, Region 5

9433

L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-6-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2503(1)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Morrow
	5. ITEM NO. 10128	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1/6/82	Non Federal aid	City Street

10. GENERAL LOCATION:

Blackhorse Creek (Lexington) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 12/21/81 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
JAN 13 '82
REFER TO
FOR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/6/82	A. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9433

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-4-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2503(1)	
2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.
5. ITEM NO. 10128	2A. COUNTY NAME Morrow

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1/4/82	Non Federal aid	City Street

10. GENERAL LOCATION:

Blackhorse Creek (Lexington) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 12/22/81 you are now authorized to proceed with the subject project in accordance with the provisions of the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons therof. TEC $121,450 Federal Funds $97,160.

RECEIVED
STATE HWY ENGR
JAN 11 '82
REFER TO
FOR
Info | Invest | R/D | D.R | Sig | Ret | File

Orig 1-11-82

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/4/82	D. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9433 12-30-81

Section BLACKHORSE CR (EXINGTON) PR. Programming Estimate $ 121,000 Bn

Highway CITY STREET Project Length —

County MORROW Completion Time 180 CD

Kind of Work STRUCTURE Est. Comp. Date

Prefix 325-1973 Letting Date Project No. BROS-2000(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 106,351.50

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100 ✓	
State Furnished		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
		$ 100

Adjust Utilities:

Subtotal	$	106,451.50
Contingencies (4-1/2%)		4,790.32
Engineering (8, (9) 10%)		9,580.64
~~Subtotal~~	$	
~~Credit for~~		
Estimated Net Authorization, Construction	$	120,822.45

APPROVED

APPROVED
FINAL DESIGN ENGR.

J H Winstead
Road Design Engineer

cc R. Lang
12-30-81

Rev. 3/81

OREGON STATE HIGHWAY DIVISION

Section: Blackhorse Cr. (Lexington) Bridge | Unty | Sheet 1 of 1

Kind of Work | Length | Date | Name: Day

COST ANALYSIS UNIT 12-17-81 BW

THIS ENGINEERING ESTIMATE IS PRICED FOR DID LETTING Item 1-20-82

No.		Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(10%)	9,730
	Temporary Protection and Direction of Traffic		All	All	-	750
	Temporary Signs		SqFt	45	6-	270
	Temporary Continuous Rail Traffic Barriers, Reflectorized		LinFt	50	9-	450
	~~Flagmen~~ K.Hushby 12/30/81		~~Hr~~	~~40~~	~~20-~~	~~800~~
	Roadwork					
	General Excavation		Cu.Yd	640	5.00	3200
	Class "C" Asphaltic Concrete		Ton	25	90.00	2250
	Guard Rail, Type 2A		LinFt	75	17.00	1275
	Guard Rail, Type 3		LinFt	88	30.00	2640
	Guard Rail Anchors, Type 1		Each	3	300.00	900
	Rail End Pieces, Type C		Each	4	100.00	400
	Rail End Pieces, Terminal Connector		Each	4	100.00	400
	Loose Riprap, Class 700		Cu Yd	485	25.00	12,125
	Filter Fabric		Sq Yd	375	2.50	937.5
	Structure					
	Bridge Removal Work		All	All		4,450
	Shoring, Cribbing, Etc		All	All		5000
	Structure Excavation		Cu.Yd	175	12	2100
	Structure Excavation Below Elevations Shown		Cu.Yd	20	12	240
	Structural Concrete, Class 3300 (50 cy @ 300)		All	All		15,000
	4'x 55'/60' Prestressed Slabs		Ea	8	4410	35,280
	Reinforcement (6800 lb @ 48)		All	All		3264
	Three Tube Steel Railing		Lin Ft	110	52	5720

1473

Section BLACKHORSE CR (LEXINGTON) BR. Programming Estimate $ _____

Highway CITY STREET Project Length —

County MORROW Completion Time 180 CD

Kind of Work STRUCTURE Est. Comp. Date _____

Prefix 325-1973 Letting Date _____ Project No. BROS-2000(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 106,861.50

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100 ✓	
State Furnished _____		
Roadside Seeding & Mulching		$ 100
Asphalt Cement Adjustment		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
Adjust Utilities:		
_____		
_____		
_____		
_____		
_____		
Subtotal	$	106,961.50
Contingencies (4-1/2%)		4813.27
Engineering (8, (9) 10%)		9626.54
~~Subtotal~~	$	
~~Credit for~~ _____		
Estimated Net Authorization, Construction	$	121,401.30
		24,200
		$145,601.30

APPROVED

cc: R. Long 12-22-81

20% = SCA 29,120 ~~25000~~

City $4,120

Road Design Engineer

Rev. 3/81

9433

2.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

December 22, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Construction Obligation
Item No. 10128
Project No. BROS-2503(1)
Blackhorse Cr. (Lexington) Br. Sec.
Morrow County

It is the Oregon State Highway Division's present intention to receive bids for this project on January 28, 1982.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $121,450 with an obligation of $97,160 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

JLG:bkc

cc: Ken Husby
Lou Olson
General Files

Form 734-3122

9433 12-14-81

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-2503(1)

2. STATE PROJECT NO.: See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 10128

2A. COUNTY NAME: Morrow

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 12-14-81

8. FEDERAL ROUTE NUMBER: Non-Federal-aid

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

BLACKHORSE CREEK (Lexington) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Swan's December 2, 1981 letter, I approve the revised Preliminary Engineering Costs to a TEC of $24,200; Federal Funds $19,360.

(Increase TEC $5,800; FF $4,640)

RECEIVED
STATE HWY ENGR
DEC 17 '81
REFER TO Mehring
FOR

Info	Invest	R/D	D/R	Sign	Act	File

nrig
12/17

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12-14-81		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Form E-30 (Rev. 9-71)

9433

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Blackhorse Creek (Lexington) Bridge — Date December 10, 1981

Highway Arcade Street (City) OS — Authorization No. 2

County Morrow #25 — Survey Prefix 325-1973 (Assigned by Salem office)

Description of termini, route, length, etc.:

At the crossing of Blackhorse Creek on Arcade Street in the Town of Lexington, about 0.1 mile in length.

Proposed;

Replace structure

Purpose of Survey:

Prepare Plans, Specifications, & Estimate for contract .

Estimate:

Project Manager	(901)	$5,000
Final Design	(905)	1,200
Bridge Design	(906)	6,000
R/W Liaison	(913)	250
Utility Liaison	(914)	250
Recon. & Hydrology	(918)	1,500
Project Management	(920)	200
Specificat ons	(921)	1,200
Adm. Serv. (Eng.)	(922)	50
Enviroment	(923)	250
Foundation Investigation	(926)	7,500

BROS 2503(1)

Bring Up

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
DEC 15 1981
LOCATION SECTION

Total estimated cost of survey	$ 23,400
Previous authorization	18,400
Additional authorization requested	5,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P. Lewellyn, Costs & Records Spec.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Carpenter
Location Engineer

Approved:

E. J. Countryman
Assistant State Highway Engineer

SP*23604-734

9123 C

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Region V Engineer

DATE: December 4, 1981 DES 23
16568

FROM: ORIGINAL SIGNED
T. G. THOMPSON
T. G. Thompson
Principal Structural Design Engineer

SUBJECT:
Blackhorse Creek Bridge
Blackhorse Creek (Arcade Street) Section
Arcade Street, Lexington Highway
Morrow County
BR 16568

Attached are two reduced prints of Drawings 36306, 36307, 36308 which are the advance detail drawings for the subject structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$24,500
Structure	76,000
Engineering & Contingencies	20,000
TOTAL	$120,500

It is planned to call for bids on this section on January 28, 1982.

Please make a field review and return one set by December 11, 1981, with your comments and/or corrections noted.

HOW:jrb

Attachments

cc: Lois Allyn, City Recorder, City of Lexington, w/2 sets
H. A. Schell, FHWA, w/ 2 sets
Specifications w/ 1 set plus estimate sheet (unchecked)
Construction w/ 1 set
Utility Unit w/ 1 set
Project Management
Engineering w/ 1 set
Bobby Johnson, Resident Engineer, w/ 1 set

Contains Recycled Materials
81-125-1387

9433

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

December 4, 1981

Ms. Linda Jones
City Recorder
City Hall
Lexington, Oregon 97839

Dear Linda:

Re: Survey Authorization, Blackhorse Creek (Lexington) Bridge, Arcade Street

It is now apparent the preliminary engineering for the above subject project will exceed the current authorization and it will be necessary to submit an additional authorization in order to obtain federal funding.

The increased amount is directly attributed to the foundation exploration. Inconsistant findings required twice the normal number of holes to be drilled.

The revised preliminary engineering costs are about 20% of the anticipated construction cost. I recognize this is a substantial amount for preliminary engineering but it is not unprecedented when foundation problems are encountered.

It is recommended you present the enclosed summary to the Mayor for approval so we may properly program the costs.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/vt
Enc.
cc: D. H. Moehring
D. E. Swan
F. E. Terpin

Form 734-3123

9433

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 2, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

SUBJECT: Use of Deicing Chemicals and
Protective Membranes on County Bridges

HBZ(05)

Enclosed is a copy of a letter from the City of Lexington indicating that they do not use salt or corrosive deicing agents in sanding materials.

We request approval to not include a waterproof membrane on structures we let for the City of Lexington.

Enclosures

cc: E. S. Hunter
D. H. Moehring

Form 734-3122

File (FRO 6-1-1)

RE ☐ RCE ☐ RME ☐ ROE ☐

RFA ☐ NOV 25 1981

RECEIVED
REGION 5 OFFICE

Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Gentlemen:

RE: Waiver Request
Protective Membrane Requirement
Concrete Deck Structures, New
Construction with Federal Aid Funds

This letter is to advise you the City of Lexington has not authorized nor does the City use salts or any other corrosive deicing agent in sanding materials.

Therefore, we request the protective membrane requirement for concrete deck structures be waived in the interest of conserving petroleum products and the taxpayers' dollar.

We request this letter be placed on permanent file with the Highway Division, eliminating the need for letter certification each time Federal funds are used in the construction of concrete structures.

In event the City authorizes the use of salts or corrosive deicing agents, we will advise you by letter of the action.

Also, the City will take positive action and assume responsibility for placing protective membranes on structures previously constructed with Federal Highway Funds.

Edward E. Baker
Mayor

City Recorder

11/3/81
Date

RECEIVED
NOV 30 1981
BRIDGE SECTION

cy Bridge Section (L. Wallace)

9433 11-3-81

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary & Detail
3	Plan & Profile

Temporary Protection And Direction of Traffic To Be Written

STATE OF OR

DEPARTMENT OF TRA

STATE HIGHWAY

PLANS FOR PROPOSED

BLACKHORSE CREEK (LEXI

CITY STREET (ARC

MORROW COU

BEGINNING OF PROJECT
Sta. 2+31

END OF PROJECT
Sta. 2+89

Sketch Ma

Scale 0 800 16

BLACKHORSE CREEK (LEXINGTON) BRIDGE SEC. CITY STREET (ARCADE ST.) MORROW COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR

PRELIMINARY COPY
OCT 26 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT

TE OF OREGON

T OF TRANSPORTATION

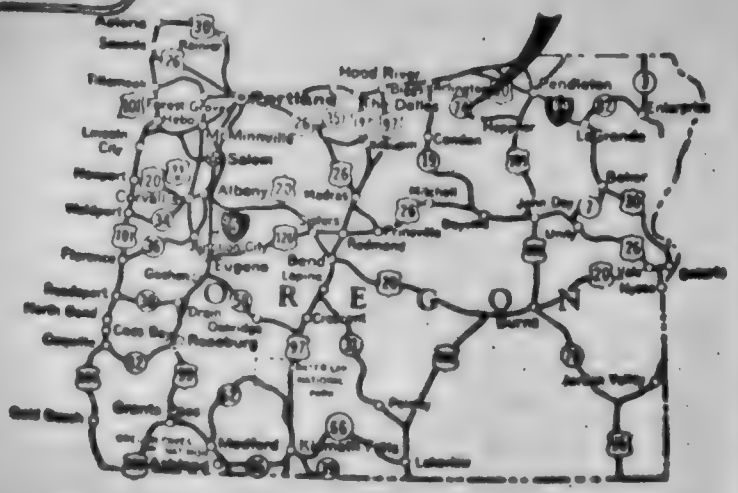
HIGHWAY DIVISION

FOR PROPOSED PROJECT

K (LEXINGTON) BRIDGE SEC.

TREET (ARCADE ST.)

MORROW COUNTY



Sketch Map
Scale 0 800 1600 Feet

N

RE ☐ RCE ☐ RME ☐ ROE ☐

RFA ☐

NOV 25 1981

RECEIVED
REGION 5 OFFICE

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED
CITY OF Lexington
BY MAYOR Edward E. Baker
BY RECORDER Linda C Jones
DATE 11-3-81

REGISTERED PROFESSIONAL ENGINEER — OREGON — OCT 20 1980 — H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER — OREGON — MAY 19 1980 — EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGI

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N.B. Giustina	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
FIELD OPERATIONS ENGINEER — DATE

R/W MOD 78-8-18

S U M M A R Y

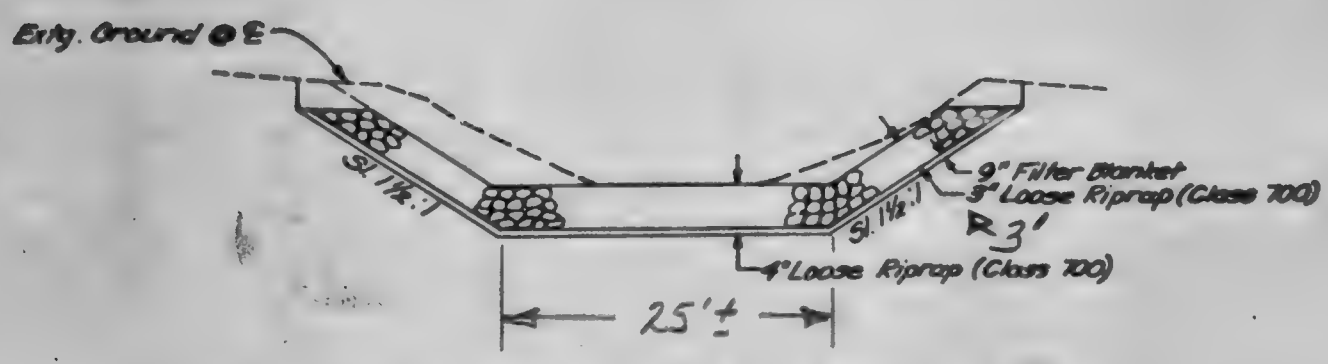
ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	

No.	Item	Code	Unit	Quant.
1.	MOBILIZATION		L.S.	ALL
2.	TEMP. PROT. & DIR. OF TRAFFIC		L.S.	ALL
3.	GENERAL EXCAVATION (EXCESS)		C.Y.	640
4.	LOOSE RIPRAP - CLASS 700		C.Y.	485
5.	FILTER BLANKET (9" DEEP)		C.Y.	120
6.	CLASS "B" OR "C" A.C.		TON	25
7.	GUARD RAIL, TYPE 2A		LIN FT.	100
8.	GUARD RAIL, TYPE 3		LIN FT.	100
9.	GUARD RAIL ANCHORS, TYPE 1		EACH	4
10.	GUARD RAIL END ASSY, TYPE "C"		EACH	4

Extg. Ground

LOC

BLACKHORSE CREEK (LEXINGTON) BRIDGE SEG. CITY STREET (ARCADE ST.) MORROW COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index



LOOSE RIPRAP AND FILTER BLANKET DETAIL

9433

cc: D. E. Swan
Ted Thompson
H. N. Van Cleave

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

November 3, 1981

Lois Allyn
City Recorder
City of Lexington
Lexington, Oregon 97839

Dear Lois:

Re: Blackhorse Creek (Arcade St.) Br. Sec.

Enclosed are three copies each of preliminary plans for roadwork and bridge construction for the replacement of the Arcade St. bridge over Blackhorse Creek. These plans include installation of guardrail on each corner of the structure to protect the motorist against running into the creek riprap of the streambed to prevent erosion of the streambed and slopes under the structure and paving of the bridge deck to provide a smooth surface to drive on as the precast members do not always match each other exactly. These items are all necessary as a part of the current bridge design standards which we must comply.

Also enclosed is a waiver request eliminating the requirement of a protective membrane on the bridge deck if the City does not use salt or any other corrosive deicing agent. We can save some money if no corrosive agents are used by eliminating the protective membrane upon receipt of the waiver request from you.

Our present estimate of costs for the proposed project are:

Road work (including riprap)	$ 24,000
Structure	76,000
Engineering and Contingencies	20,000
Total Estimated Cost	$120,500

This present schedule is calling for a bid opening on January 28, 1982.

Please review these plans at your earliest possible convenience and return two copies to me for further processing if you agree to the concept of the preliminary plans. Retain one copy for your records.

Dont hesitate to call me if you have any questions.

Sincerely,

Roger C. Lang

Form 734-3 RCL/dp

9433

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Region V Engineer

ATTN: Roger C. Lang

DATE: October 30, 1981

DES 23
16568

FROM: ORIGINAL SIGNED
T. G. THOMPSON
T. G. Thompson
Supervising Structural Design Engineer

SUBJECT:
Blackhorse Creek Bridge
Blackhorse Creek (Arcade Street) Bridge Section
Arcade Street
Morrow County
BR 16568

Attached are four reduced prints of Drawings 36231 and 36152 which are the preliminary plan and elevation and vicinity map for the subject structure.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork (includes $11,000 for riprap and filter blanket)	$ 24,500
Structures	76,000
Engineering and Contingencies	20,000
TOTAL	$120,500

Please use these prints to obtain the approval of the city of Lexington. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project on January 28, 1981.

SKS:jrb

Attachments

cc: H. A. Schell, FHWA, /w/ 1 set and 2 copies of foundation and hydraulic reports
Engineering /w/ 1 set
Project Management /w/ 1 set
Environment (M. Banks) /w/ 1 set

Contains Recycled Materials
81-125-1387

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2025

1433

Attention: Right-of-Way Section

Subject: Federal Aid Project No. BROS-2503(1) Prefix 325-1973

Project Name Blackhorse Cr. Br #49051 (Lexington)
Arcade Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at [illegible], Oregon, this 22 day of October, 1981

City of _____

Edward E. Baker
Mayor

Certified By:

[signature]
Regional Right-of-Way Supervisor

Date Nov. 9, 1981

[signature]
City Recorder

Instructions: Complete A or B and C.

1423

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - LOCATION UNIT

DEPT.

TELEPHONE

LOC 8

TO: MEMO TO THE FILE

DATE: September 10, 1981

FROM: Gene N. Finley
Hydraulic Specialist

SUBJECT: Blackhorse Creek Bridge (Lexington)
Arcade Street
Morrow County

The proposed project will replace an existing 53-foot long, three-span timber structure supported on vertical abutments. The new structure will be placed on the existing alignment.

HYDROLOGY

Blackhorse Creek is an east-west tributary of Willow Creek and drains an area of approximately 22.3 square miles above the proposed bridge site. Being in the Willow Creek Basin, Blackhorse Creek is subjected to both summer thunderstorm floods and winter rain/snowmelt floods. The winter rain/snowmelt floods usually occur from December through mid-February and are the result of above-average snowfall on frozen ground, followed by warm rains. The summer thunderstorm floods are the most damaging floods which occur in the basin and are caused by "cloudbursts" over the barren, steep-sloped gulches in the watershed. Usually, during a thunderstorm, only a small portion of the drainage basin is contributing runoff, whereas during the winter rain/snowmelt floods, the entire basin contributes runoff.

The recurrence interval vs. peak discharge relationships listed below were taken from the preliminary draft of a report prepared by the Walla Walls District of the Corps of Engineers entitled "Hydrologic Report, Streams of Morrow County, Oregon," dated November 1978. They computed frequency curves for both thunderstorm floods and winter rain/snowmelt floods and then computed a composite curve which is the curve used for design purposes.

PEAK DISCHARGE

Recurrence Interval	Thunderstorms	Winter Runoff	Composite
500-year	4,700 cfs	4,600 cfs	9,300 cfs
100-year	4,480 cfs	2,200 cfs	6,680 cfs
50-year	3,620 cfs	1,600 cfs	5,220 cfs
25-year	1,980 cfs	1,120 cfs	3,100 cfs
10-year	560 cfs	715 cfs	1,275 cfs

The smallest cross-sectional waterway area of the creek occurs from 200 to 300 feet upstream from the bridge. Bankful capacity is estimated to be at a flow rate of 2,000 cfs (a 14-year recurrence interval). Once bankful capacity for the creek is exceeded, most of the residental area within the Lexington city limits between Blackhorse Creek and the Union Pacific Railroad is subjected to flooding. Potential residential flooding would be less frequent if existing low banks were diked to allow a greater conveyance within the channel cross-section and through the existing bridge. Assuming that the existing channel banks were raised sufficiently, it is estimated that pressure flow (water reaches the lower edge of the existing bridge beams) would occur at a flow rate of about 2,500 cfs (an 18-year recurrence interval). As soon as the bottom of the beam becomes submerged, backwater depth is increased to about three feet causing the top of the left bank to be exceeded at the bridge and flooding would once again occur. Since the roadway grade is downhill to the left, flooding over the roadway would also occur.

It should be noted that even during the 1964 high water event the estimated flow rate was 1,390 cfs, the banks were not exceeded and the bridge was never taxed.

HYDRAULIC DESIGN

A flood insurance study for the Town of Lexington was made by the Corps of Engineers, Walla Walla District, and completed in April 1979. The study covered the incorporated areas of the Town of Lexington, and included flows from Willow Creek, Unnamed Canyon, and Blackhorse Canyon. Its initial use was to convert Lexington to the regular program of flood insurance by the Federal Insurance Administration. Further use of the information will be made by local and regional planners in their efforts to promote sound land use and flood plain development.

Contact was made with Dale Seegar, county planner for Morrow County in Condon. He, in turn, talked to the mayor of Lexington about future plans by the town to raise the level of the dikes along Blackhorse to prevent or diminish future flooding damages. The town of Lexington does not plan to improve the dikes along the left bank to reduce flood damages.

The base flood of 100-year frequency for the purposes of the insurance act would far exceed an overtopping flood of an 18-year frequency (with the banks raised) as mentioned earlier, so consideration of the 100-year flood for design purposes becomes a moot point. The one condition which would cause flooding to occur at the bridge if the dike were raised upstream, is the submergence of the beams of the existing bridge. Either of the two proposed structures will have shallower beam depths than the existing structure, thereby allowing passage of a greater frequency flood without overtopping.

The most economical project that the Town of Lexington could construct to alleviate flooding would be to raise the dikes upstream from the bridge, so an assumption was made on that basis. A 25-year flood of 3,100 cfs was chosen as the design flood.

For design purposes, two types of structures were investigated: A 35-foot, single-span bridge with vertical abutments and a 55-foot single-span bridge with 1-1/2:1 end slopes normal to the creek.

The 35-foot, single-span structure should have a normal waterway opening of 200 square feet below the design high water of 1,444.1 feet (MSL). Along the upstream embankments, the high water would be 1,445.6 feet, which includes 1.5 feet of backwater. Average velocity through the structure would be 15.3 fps.

The 55-foot, single-span structure should have a normal waterway opening of 220 square feet below the design high water of 1,444.1 feet (MSL). Along the upstream embankments, the high water would be 1,445.2 feet, which includes 1.1 feet of backwater. Average velocity through the structure would be 14.4 fps.

The following tabulation compares the existing structure to the proposed structures using the existing channel cross-section as one alternate and a channel cross-section with raised banks as another alternate.

RIPRAP

For the 35-foot replacement structure, it is suggested that the toe of the vertical abutments be protected with a three-foot blanket of Class 700 loose riprap. A 9-inch filter blanket will be required.

For the 55-foot replacement structure, it is suggested that the fill slopes be protected with a three-foot blanket of Class 700 loose riprap placed with a toe trench. A 9-inch filter blanket will be required.

If the banks of the existing channel are diked after construction of the proposed structure, then it is suggested that the in-place Class 700 loose riprap be grouted.

GMF:ge

cc Frank Terpin w/attachments
Walt Hart "
J. Davis "
D. Harwell "
L. Watson "
W. Schwartz "
H. Schell (FHWA) "

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PR ☐
REFERRED TO _____
FOR _____
FILE: PM FA LG.

	EXISTING CHANNEL CROSS-SECTION WITH EXISTING DIKES				EXISTING CHANNEL CROSS-SECTION WITH RAISED DIKES	
	EXISTING STRUCTURE		35-foot Structure	55-foot Structure	35-foot Structure	55-foot Structure
Recurrence Interval	11-year (1964 flood)	25-year	25-year	25-year	25-year	25-year
Peak Discharge:		3,100 cfs	3,100 cfs	3,100 cfs	3,100 cfs	3,100 cfs
Through Structure	(1,390 cfs)	2,000 cfs	2,000 cfs	2,000 cfs	3,100 cfs	3,100 cfs
Channel Overflow	0	1,100 cfs	1,100 cfs	1,100 cfs	0	0
Design High Water Elevation	(1,442.0 ft)	1,442.8 ft	1,442.8 ft	1,442.8 ft	1,444.1 ft	1,444.1 ft
High Water Elevation Along Upstream Embankments Including Backwater	(1,442.7 ft)	1,443.9 ft	1,443.4 ft	1,443.3 ft	1,445.6 ft	1,445.2 ft
Normal Area Below High Water Including Projected Area of Piers	(140 ft.^{2})	190 ft.^{2}	170 ft.^{2}	170 ft.^{2}	200 ft.^{2}	220 ft.^{2}
Average Velocity	(9.8 fps)	10.9 fps	12.1 fps	11.5 fps	15.3 fps	14.4 fps

9/19/81

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	EXISTING CHANNEL BANKFUL CAPACITY	MAXIMUM FLOOD YEAR (1964)
Discharge cfs / m^3/s	3100		2000	1390
Frequency — yrs.	25	100	14	11
H.W. Elevation ft. / Natural Channel m.	1444.1		1442.8	1442.0
H.W. Elevation ft. / Channel Change m.				
Average Velocity fps / mps	14.4		11.5	
Headwater Elevation ft. / m.				
Tailwater Elevation ft. / m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: 55-Foot Long Bridge
Single-Span
W/1.5:1 End Slopes Normal To Creek

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

BLACKHORSE CREEK BRIDGE
ARCADE STREET (LEXINGTON)
MORROW COUNTY

COMPILED BY:	DATE:
GENE M. FINLEY	JULY 31,1981

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	EXISTING CHANNEL BANKFUL CAPACITY	MAXIMUM FLOOD YEAR (1964)
Discharge cfs / m^3/s	3100		2000	1390
Frequency — yrs.	25	100	14	11
H.W. Elevation ft. / Natural Channel m.	1444.1		1442.8	1442.0
H.W. Elevation ft. / Channel Change m.				
Average Velocity fps / mps	15.3		12.1	
Headwater Elevation ft. / m.				
Tailwater Elevation ft. / m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

35-Foot Long Bridge
Single-Span
W/vertical Abutments

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

BLACKHORSE CREEK BRIDGE
ARCADE STREET (LEXINGTON)
MORROW COUNTY

COMPILED BY:
GENE M. FINLEY

DATE:
JULY 31,1981

9433

Memorandum

U.S. Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

Subject: Oregon Project BROS-2503(1)
Blackhorse Creek Bridge (Lexington)
Arcade Street, Morrow County
Hydraulic Report

Date: August 7, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR/380.2

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed your Hydraulic Report (dated 8-4-81) prepared by Mr. Finley for the Blackhorse Creek Bridge in Lexington, We cannot tell if you have a regulatory floodway in this area. Also, we do not know if FEMA and the local government have set standards and if the design is consistent with these standards.

It would appear that you need information on the base flood (100 year) and if the proposal is a significant encroachment of the regulatory flooding. If so, is this the only practical alternate?

Please furnish us this information to enable us to complete our review.

for Dale E. Wilken

cc:
OSHD (W J Hart, Br)
OSHD (R L Lenz, Loc)

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9433 7-6-81

PROJECT: BLACKHORSE CR (LEXINGTON) BR. COUNTY: MORROW

HIGHWAY: ARCADE STREET CITY: LEXINGTON

PREFIX: 325-1973

LOCATION NARRATIVE

HISTORY

The Authority for Survey was submitted on Jan. 15, 1981 by Roger Lang, Region 5 Federal Aid Engr. and approved on March 25, 1981.

Field work began March 30 and was completed April 15, 1981.

Foundation exploration began May 13, 1981 and was completed June 2, 1981. The City approved the vicinity map on June 25, 1981.

TYPICAL SECTION

Roadway width will be 32'. This includes 2 - 11' lanes and 2 - 5' painted sidewalks.

HORIZONTAL/VERTICAL ALIGNMENT

No change from the existing structure.

CONSTRUCTION EASEMENT

No easements will be required. All work can be accomplished within the existing Right of Way.

MATERIALS

Concrete for this project can be delivered from Heppner or Hermiston. Past history in this area is that concrete will be dry batched in Hermiston and water will be added at job site.

DETOUR

No detour will be required. The street will be closed during construction.

UTILITIES

There is no conflict with any existing utilities.

H.N. VanCleave
Resident Engineer

HISTORICAL HYDROLOGICAL DATA

According to Gene Orwick, 145 W. Main (Lexington Lumber Yard), Tel. 989-8586, the biggest flood he remembers was in Dec. 1964. He states that the water level was approximately 1 ft. below the top of a diversion wall just downstream of the Hwy 74 bridge (elev. 1447.6, see sta. 7 + 00 of streambed X-sections). The water hit the wall and jumped over, flooding the adjacent Lumber Co. building.

Mr. Orwick also noted that since the time farmers upstream of the Hwy 74 bridge installed diversion dams (about 6 yrs ago) on Blackhorse Creek, the water level has not risen as high in the vicinity of the Hwy 74 and Arcade St. bridges.

(Note: Mud stains are visible on the upstream beam faces of both Hwy 74 and Arcade St bridges. The stain concentrates mostly up to 9-12 in. above the bottom of the beams. Bent 4 footing of Arcade St bridge has been undermined in past. Elev. approx. 1441.8 ft. See sta. 10 + 00 on streambed X-sections).

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1

Section Blackhorse Creek (Lexington) Unit Arcade Street Bridge
Highway City Street County Morrow Prefix
Length 0.1 Engineer: H.N. VanCleave Draftsman Date 7-02-81

Grading and Surfacing Items

Item No.	Spec	Item	Unit	Quantity	Price	Amount
1.		MOBILIZATION	L.S.	10%		11,000
2		BRIDGE REMOVAL	L.S.			7,000
3		FOUNDATION	L.S.			9,000
4		PRESTRESSED SLABS, 4' X 60/65'	EA	8	10,000	80,000
5		METAL RAIL WITH TUBING	LIN. FT.	120	50.00	6,000
6		CLASS "B" or CLASS "C" ASPHALTIC CONCRETE	TON	28	75.00	2,100
7		GUARDRAIL, TYPE 2A	LIN. FT.	75	25.00	1,875
8		GUARDRAIL, TYPE 3	LIN. FT.	75	50.00	3,750
9		GUARDRAIL ANCHORS, TYPE 1	EA	3	400.00	1,200
10		RAIL END PIECES, TYPE A	EA	1	150.00	150
11		RAIL END PIECES, TYPE C	EA	3	150.00	450
				TOTAL		122,525
				+20%		24,505
				GRANDTOTAL		147,030

. 7433

6-1C-81

Blackhorse Creek (Arcade St.) .dge, Morrow County
Prefix: 325-1973, Locating engineer's statement, location narrative, cost estimate and quant. summary, soils and geological exploration log, hydraulics checklist

OREGON STATE HIGHWAY DIVISION

SOIL AND GEOLOGICAL EXPLORATION

Project BLACKHORSE CREEK (LEXINGTON) BRIDGES — Bridge No. 49051
Highway ARCADE ST (CITY) — County MORROW — Prefix 325-1973-926

Purpose of Work FOUNDATION EXPLORATION
Engineer H.N. VANCLEAVE — Driller R.A. JOHNSON — Logged By G.E.C.
Date Started 6-1-81 — Completed 6-2-81 — Date 6-10-81

Hole Location, ____ Line, Sta. 2+35.3 — Lt. 12.5 C.L. — Rt. ____ — Hole No. 3 of 4
Ground Elev. 1447.86 — Depth to Groundwater ____ — Equip. MOBILE DRILL 75-899
Tests: "N" - Standard Penetration Test, No. ____ — Auger ____ ft. ____
"M" - Oregon Miniature Pile Test, No. ____ — Casing BXOD ft. 11'
"C" - Core, Barrel Type BXHW No. 3 — Open ____ ft. 5.5
"U" - Undisturbed, Size ____ Type ____ No. ____ — Total Depth 16.5

Depth	Sample Type, Depth	Driving Resistance Blows/x in.	Measured Recovery	% Recovery	% Natural Moisture	Hardness	Particle Size, Jointing	Water Level	Auger, Casing, Open, Core	Meter	Graphic Log	MATERIAL DESCRIPTION (Color, Plasticity, Consistency, Organic Content; Wet-Dry, Jointed-Broken, Angular-Rounded, Sample Lab. No., LL-PI, etc.)
1							4"-			1		Fill GM - Brn Sandy Silt with angular rock fragments & gravel
2												
3												
4												
5							2"-					ML Brown Sandy Silt with Scattered Coarse gravels.
6										2		
7												
8									BXOD Casing			Larger gravel from 8.5' depth
9	↓											
10	C-1		10	90		5.5	3"-			3		C-1 (9-10) Small cobbles & Coarse gravel with silty fines.
11	↕											apparent rock line at 11'
12												
13	C-2		42	100		5.5	3"-			4		C-2 (11-14.5) Well jointed (diced) Fine grained basalt
14	↕											
15												C-3 (14.5-16.5) Same as C-2
16	C-3		24	100		5.5	3"-			5		End of hole in same fm at 16.5
17	↑											
18												
19										6		
20												
21												
22												
23										7		
24												
25												
26										8		
27												
28												
29										9		
30												

OREGON STATE HIGHWAY DIVISION

SOIL AND GEOLOGICAL EXPLORATION

Project BLACKHORSE CREEK (LEXINGTON) BRIDGE — Bridge No. 49051
Highway ARCADE ST. (CITY) — County MORROW — Prefix 325-1973-926

Purpose of Work FOUNDATION EXPLORATION
Engineer H.N. VANCLEAVE — Driller R.A. JOHNSON — Logged By G.E.C
Date Started ____ — Completed ____ — Date ____

Hole Location, ____ Line, Sta. 2+88.3 Lt. ____ C.L. ____ Rt. 13.5 — Hole No. 4 of 4
Ground Elev. 1446.5 — Depth to Groundwater 15 — Equip. MOBILE DRILL 75-899
Tests: "N" - Standard Penetration Test, No. 1 — Auger ____ ft. ____
"M" - Oregon Miniature Pile Test, No. ____ — Casing BXDD ft. 16.5
"C" - Core, Barrel Type BXHW No. 2 — Open ____ ft. 9
"U" - Undisturbed, Size ____ Type ____ No. ____ — Total Depth 25.5

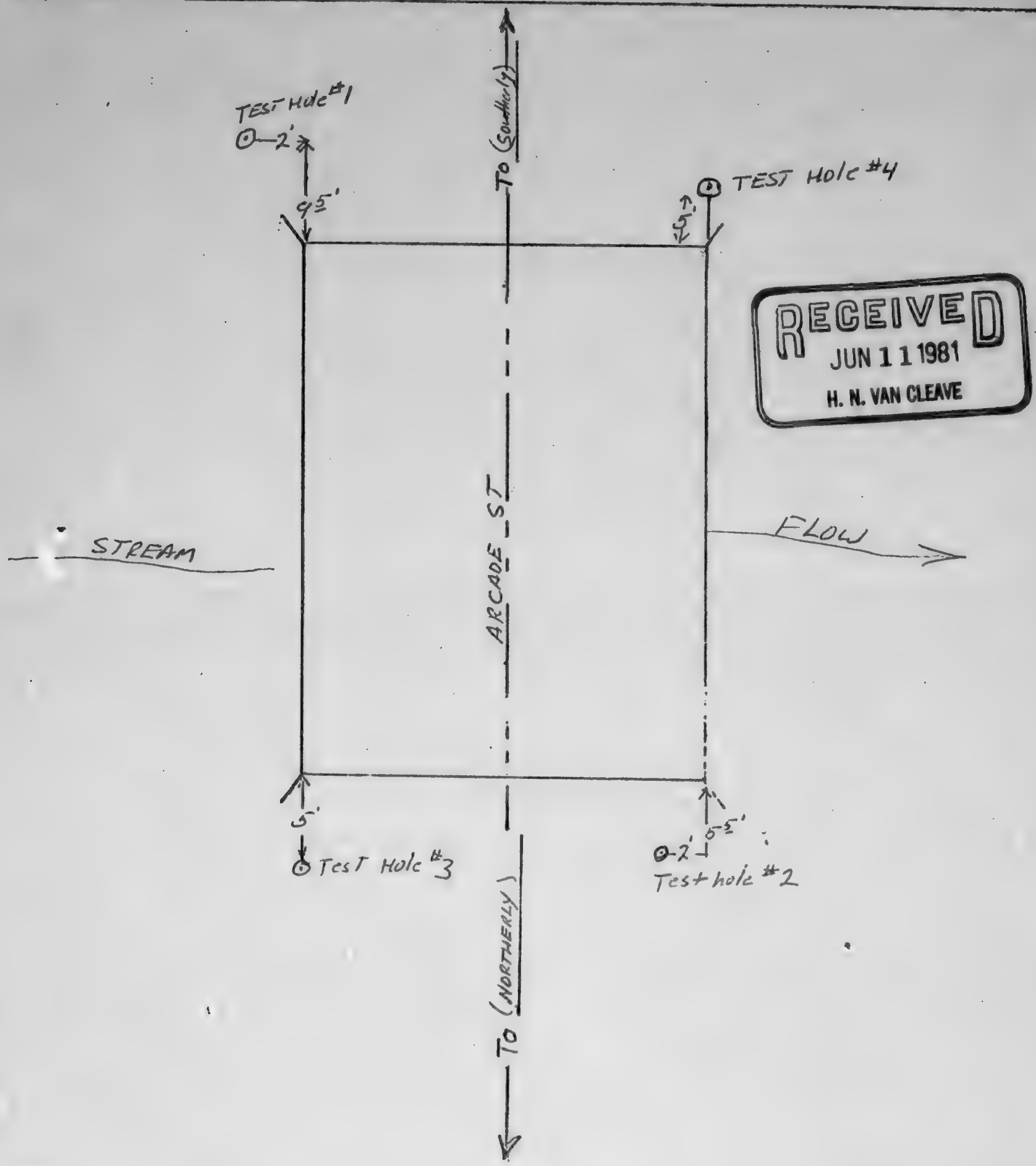
Depth	Sample Type, Depth	Driving Resistance Blows/x in.	Measured Recovery	% Recovery	% Natural Moisture	Hardness	Particle Size, Jointing	Water Level	Auger, Casing, Open, Core	Meter	Graphic Log	MATERIAL DESCRIPTION
												Color, Plasticity, Consistency, Organic Content — Wet-Dry, Jointed-Broken, Angular-Rounded, Sample Lab. No., LL-PI, etc.
1												0-4" OIL MAT 4"-4' Probable fill
2												with cobbly Gravels - Coarse Gravels
3										1		with Sandy Silt Fines - 75% GR.
4												
5												ML - Brown Sandy silt with Scattered
6												fine gravels
7										2		
8									BXDD Casing			Lost water return below 8' depth
9												
10												
11												
12												
13										4		
14												
15								▽				
16	N-1	40, 5/4"										N-1 (15-16) Silty clay & broken angular
17										5		Rock. G.C. apparent rock line 16-
18												-16.5 depth
19	C-1		54	100		5.5	4"					C-1 (16.5-21) Well fractured Fine
20										6		grained basalt RQD = 9%
21												
22												
23										7		
24	C-2		54	100		5.5	7"					C-2 (21-25.5) same as C-1 RQD=37
25												End of hole at 25.5 in same fm.
26										8		
27												
28												
29										9		
30												

DRILL HOLE LOCATION SKETCH

SECTION BLACK HORSE CREEK (LEXINGTON) BRIDGE

HIGHWAY ARCADE STREET (CITY)

BRIDGE NO. 49057



RECEIVED
JUN 11 1981
H. N. VAN CLEAVE

NOTE! DISTANCES

OREGON STATE HIGHWAY DIVISION

SOIL AND GEOLOGICAL EXPLORATION LOG

Project BLACKHORSE CREEK (LEXINGTON) BRIDGE — Bridge No. 49051
Highway ARCADE STREET (CITY) — County MORROW — Prefix 325-1973-926

Purpose of Work FOUNDATION EXPLORATION
Engineer H.N. VANCLEAVE — Driller R.A. JOHNSON — Logged By G.E.C
Date Started 5-20-81 — Completed 5-26-81 — Date 5-28-81

Hole Location, ____ Line, Sta. 2+25 Lt. ___ C.L. ___ Rt. 12± — Hole No. 2 of 4
Ground Elev. 1440± — Depth to Groundwater 19' — Equip. MOBILE DRILL 75-B99
Tests: "N" - Standard Penetration Test, No. ____ — Auger ____ ft. ____
"M" - Oregon Miniature Pile Test, No. 3 — Casing BXDD ft. 15
"C" - Core, Barrel Type BXHW No. 2 — Open ____ ft. 10
"U" - Undisturbed, Size ____ Type ____ No. ____ — Total Depth 25

Depth	Sample Type, Depth	Driving Resistance Blows/x in.	Measured Recovery	% Recovery	% Natural Moisture	Hardness	Particle Size, Jointing	Water Level	Auger, Casing, Open, Core	Meter	Graphic Log	MATERIAL DESCRIPTION (Color, Plasticity, Consistency, Organic Content; Wet-Dry, Jointed-Broken, Angular-Rounded, Sample Lab. No., LL-PI, etc.)
1										1		
2							1"-					ML - Sandy Silt & Scattered coarse Gravels.
3												
4												
5	↓											
6		2								2		
7		5										
8	M-1	7					1"-					M-1 (5-10') ML - Sandy Silt & scattered coarse gravels.
9		8										
10		20					3"-		BXDD Casing	3		Larger gravel at 9½' depth.
11	↑											
12												Possible top of broken rock fm.?
13										4		Broken rock & silt from 13' depth
14												
15	↓											apparent Solid rock line? at 14½' depth
16	M-2	50/1"								5		M-2 (15-16)
17												
18	C-1		60	100		5.5	6"-					C-1 (15-20') Well jointed (Diced) Fine grained basalt to 18' depth
19								▽		6		
20	↓											18-20 Well fractured vesicular basalt
21												RQD = 19%
22												
23	C-2		60	100		5.5	7"-			7		C-2 (20-25) Well Jointed vesicular
24												basalt RQD = 10% in same fm
25												at 25' depth - end of hole
26	↑ M-3	50/10"								8		M-3 (25-26)
27												
28												
29										9		
30												

OREGON STATE HIGHWAY DIVISION

SOIL AND GEOLOGICAL EXPLORATION

Project BLACKHORSE CREEK (LEXINGTON) BRIDGE — Bridge No. 49051

Highway ARCADE STREET (CITY) — County MORROW — Prefix 325-1973-926

Purpose of Work FOUNDATION EXPLORATION

Engineer H.N. VANCLEAVE — Driller R.A. JOHNSON — Logged By G.E.C.

Date Started 5-13-81 — Completed 5-19-81 — Date 5-26-81

Hole Location, ____ Line, Sta. 3+01 — Lt. 14 5 C.L. — Rt. ____ — Hole No. 1 of 4

Ground Elev. 1446.30 — Depth to Groundwater 14 — Equip. MOBILE DRILL 75-899

Tests: "N" - Standard Penetration Test, No. ____ — Auger ____ ft. ____

"M" - Oregon Miniature Pile Test, No. 4 — Casing BXDD ft. 28

"C" - Core, Barrel Type BXHW No. 3 — Open ____ ft. 12

"U" - Undisturbed, Size ____ Type ____ No. ____ — Total Depth 40

Depth	Sample Type, Depth	Driving Resistance Blows/x in.	Measured Recovery	% Recovery	% Natural Moisture	Hardness	Particle Size, Jointing	Water Level	Auger, Casing, Open, Core	Meter	Graphic Log	MATERIAL DESCRIPTION (Color, Plasticity, Consistency, Organic Content; Wet-Dry, Jointed-Broken, Angular-Rounded, Sample Lab. No., LL-PI, etc.)
1												Fill - Dice rock & Sandy Silt
2							6"-					
3										1		
4												
5	↓						2"-					ML - Sandy Silt with Scattered
6		4										Coarse gravels.
7		7					10"					Boulder at 6± depth
8	M-1	11										M-1 (5'-10') ML Sand - Clayey Silt
9		13										& Scattered Coarse Gravels. from
10		14								2		8 - 12'
11	↑											
12												Coarse gravel & some small cobbles
13							4"-					from 12'
14								▽				
15	↓											
16	M-2	35					1"-					M-2 (15-17) SM - Silty Sand & Scattd
17		50/9"										fine gravels.
18	↑											
19												
20												ML - Sandy Silt & Scattered fine
21							1"-					gravels.
22												
23										3		
24												
25	↓											
26	M-3	20										M-3 (25-27) SM - Silty Sand & hard Pan?
27		50/10"										to 27' apparent rock line at 27' depth
28	↑ ↓											
29												
30	C-1		45	75		3.5-	6"					C-1 (28-33) Well fractured weathered
						-5.5						vesicular basalt - Silt or clay
												in rock seams.

BXDD CASING

SURFACING CALCULATION SHEET

ASPHALT CONCRETE PAVEMENT	Roadway	(P) 32' × (L) 70' × 2 (a or c) × .00631 (Tons/Sq Ft 1" Thick) = 28 Tons	Tons
	Shoulders & Median	(R)+(PS) ____ × (L) ____ × (b or c) ____ × ____ = ____	Tons
		Asphalt Cement in Mixture .065 × (g) ____ = ____	Tons
ASPHALT CONCRETE WEARING COURSE (SEAL)	Roadway & Shoulders	(P) ____ × (L) ____ × (aa) ____ × (Tons/Sq Ft 1" Thick) ____ = ____ − (h) ____	Tons
		Asphalt Cement in Mixture .07 × (h) ____ = ____	Tons
		Cement Additive in Mixture .01 × (h) ____ = ____	Tons
ASPHALT PRIME COAT	Aggregates	(WIDTH) ____ × (L) ____ (.00083) = ____	Cu. Yds
	Asphalt	(*) = ____	Tons
TACK COAT	Emulsified Asphalt	(WIDTH) ____ × (L) ____ (.0000091) (New Bituminous Surfaces) ____	Tons
		(.0000182) (Existing Surfaces) ____	Tons
ASPHALT PENETRATION MACADAM	Penetration Asphalt	(*) = ____	Tons
	Emulsified Asphalt	( ) = ____	Tons
	Aggregates 1¼"–¾" / ¾"–½" / ½"–¼" / ¼"–#10	(WIDTH) ____ × (L) ____ ( ) = ____ ; ( ) = ____ ; ( ) = ____ ; ( ) = ____ = ____	Cu. Yds.

* See below for factor

NOTE. Use only that portion of this sheet which is applicable.
The dimensions "a," "aa," "b," "c" & "bb" shall be expressed in inches when used in calculating A C Pavement or Plant-Mix Bituminous Base
All other dimensions shall be expressed in feet or decimals of feet

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

Specific Gravity	2.55	2.60	2.65	2.70	2.75	2.80	2.85	2.90	2.95
Tons/Cubic Yard	1.78	1.81	1.85	1.89	1.92	1.96	2.00	2.03	2.07

The above factors include 30% for compaction. Add 5% for Plant-Mix Stone Base and Cement Treated Base (Incl. water).

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼"	½"	¾"
		.021	.042	.063
1"	.083	.104	.125	.146
2"	.167	.188	.208	.229
3"	.250	.271	.292	.313
4"	.333	.354	.375	.396
5"	.417	.438	.458	.479
6"	.500	.521	.542	.563
7"	.583	.604	.625	.646
8"	.667	.688	.708	.729
9"	.750	.771	.792	.813
10"	.833	.854	.875	.896
11"	.917	.938	.958	.979

FACTORS FOR COMPUTING ASPHALT IN PRIME COAT

Type of Bit. Cement	*Gals./Ton at Normal Applic. Temp.*	*Tons/Sq.Ft.*
RC-250	260	0.000150
RC-800	259	0.000150
MC-250	260	0.000150
MC-800	259	0.000150
AR-2000	258	0.000151
AR-1000	259	0.000150
RS-1	244	0.000159
RS-2	246	0.000158
CRS-1	244	0.000159

FACTORS FOR COMPUTING ASPHALT CONCRETE PAVEMENT AND PLANT-MIX BITUMINOUS BASE

Specific Gravity of Aggregates	*Tons/Sq. Ft. 1" Thick*
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654
2.95	0.00666

FACTORS FOR COMPUTING QUANTITIES IN ASPHALT PENETRATION MADADAM SURFACES

		0-7	*0-9*	*0-11*	*0-30*	*00-30*	*0-31*	*0-32*	*0-33*
Penetration Asphalt	AR 2000	.000181	.000194	.000409	.000151	.000172		.000151	.000108
	AR 1000	.000180	.000193	.000408	.000150	.000172		.000150	.000107
Emulsified Asphalt			.000114	.000114			.000091		
1¼"–¾" Aggregates				.00244					
¾"–½" Aggregates		.00122	.00144	.001	.00089	.001			
½"–¼" Aggregates		.00089	.00067	.001	.00044	.00078		.00089	.00089
¼"–No. 10 Aggregates		.00022	.001	.001	.00033	.00022	.00056	.00039	.00022

Use AR 1000 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use AR 2000 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

Form 81-734-3377-Rev. 7-74

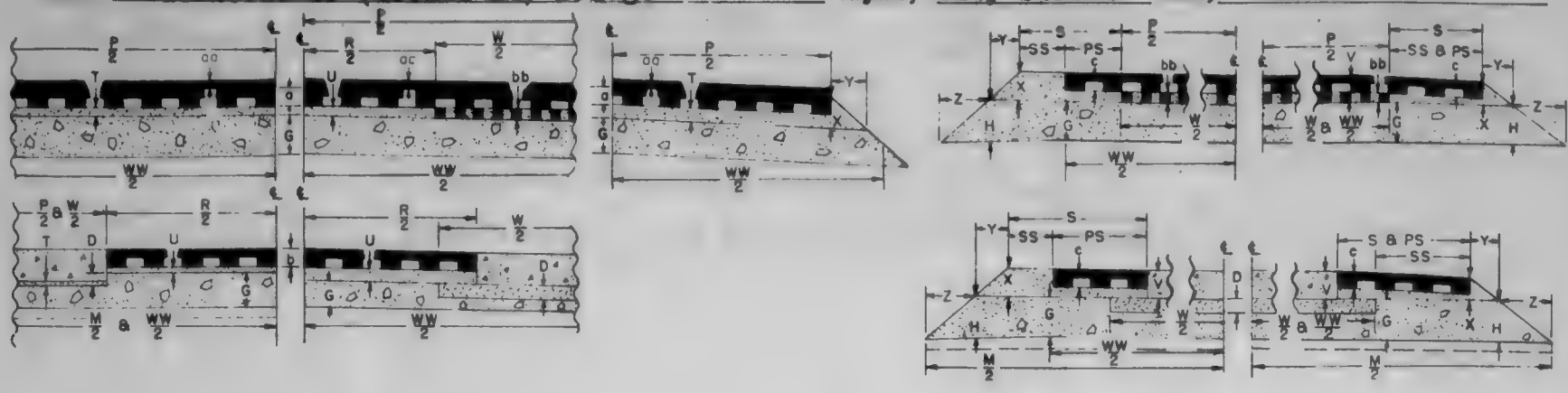
Surfacing Calculation Sheet

OREGON STATE HIGHWAY DIVISION

Sheet 1 of 1 Sheets

Made By HNVC Date 7-02-81 Checked By WEJ Date 7-02-81

Section Blackhorse Cr (Arcade St) Bridge Highway City Street County Morrow



(L)

Length of Section _____ Feet (Use above space for sketch of Typical Section used and/or calculations) Specific Gravity _____

LIME TREATED SUBGRADE (M) (L) (d)

$$\frac{\quad \times \quad}{9} \quad \text{(Depth in inches)} \qquad \_\_\_\_\_ \text{ Sq.Yds.}$$

Lime $\frac{\quad}{6}$ x .01125 x (d) _____ = _____ Tons

AGGREGATE BASE

$$\left[\frac{\left(\frac{(G)}{2} \times (H)\right) + \left(\frac{(H)}{2} \times (Z)\right)}{27} + \frac{\left(\frac{(G)}{2} \times (H)\right) + \left(\frac{(H)}{2} \times (Z)\right)}{27}\right] \left(\frac{(SS+Y)}{} + \frac{(SS+Y)}{}\right) (L) = \_\_\_\_\_$$

$$\left(\frac{(WW) \times (G) \times (L)}{27}\right) \text{ or } \left[\frac{(WW) \times (G) - (D) \times (W)}{27} \times (L)\right] = \_\_\_\_\_$$

(1.30) = _____ Cu. Yds.

(*) = _____ Tons

TOP COURSE BASE and SHOULDERS

Top Course $\left[\frac{(R) \times (U) + (P) \times (T)}{27}\right] (L) = \_\_\_\_\_$

Shoulders $\left[\frac{\left(\frac{(V)}{2} \times (X)\right) + \left(\frac{(S)}{2} \times (X)\right) - (Y) \times (PS)}{27}\right] (2) (C) (L) = \_\_\_\_\_$

(1.30) = _____ Cu. Yds.

(*) = _____ Tons

WATERING

Crushed Material _____ Cu. Yd. x .025 = _____

Earthwork _____ Cu. Yd. x _____ ** = _____

_____ M-Gals.

** Furnished by Construction Section

CEMENT TREATED BASE

$$\left(\frac{(W) \times (D) \times (L)}{27}\right) \left(\quad\right)^{*} = \_\_\_\_\_ \text{ Tons} \qquad (e)$$

Cement in C.T.B .055 x (e) _____ = _____ Tons

Asphalt in Seal $\frac{(W)}{\quad} \times (L) \times .000137$ _____ Tons

PLANT-MIX BITUMINOUS BASE

$$\frac{(W)}{\quad} \times (L) \times (bb) \times \left(\frac{\text{Tons / Sq Ft}}{1" \text{ Thick}}\right)^{*} = \_\_\_\_\_ \text{ Tons} \qquad (f)$$

Asphalt in Bituminous Base Mixture .055 x (f) _____ = _____ Tons

*See other side for factor

NOTE: Use only that portion of this sheet which is applicable

The dimensions "u", "aa", "b", "c" & "bb" shall be expressed in inches when used in calculating A.C. Pavement or Plant-Mix Bituminous Base.

All other dimensions shall be expressed in feet or decimals of feet.

9433 3-25-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2503(1)

2. STATE PROJECT NO. See below

3. FROM
Robert B. Hathaway, Assistant Division Admin
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10128

2A. COUNTY NAME
Morrow

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
3/25/81

8. FEDERAL ROUTE NUMBER
Non Federal aid

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
Blackhorse Creek (Lexington) Bridge Section

11. GENERAL DESCRIPTION OF WORK

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage at a TEC of $18,400 - F.F. $14,720
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 3/13/81.

RECEIVED
STATE HWY ENGR
APR 6'81
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE
3/25/81

15. SIGNATURE OF APPROVING OFFICIAL
R K Hanner

16. TITLE
Assistant Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9433

March 20, 1981

City of Lexington
City Hall
Lexington, OR 97839

AGR 4

Attention: Lois Allyn
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7460

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a highway bridge replacement project on the Blackhorse Creek (Lexington) Bridge on Arcade Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

flm

Att.

bc Don Harwell (agree. att.)

9433

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 13, 1981

PRO 6-2

TO: E.J. Valach
Acting Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10128
Project No. BROS-2503(1)
Blackhorse Creek (Lexington) Bridge Section
Morrow County

Enclosed is data for the subject project:

I request the following:

1) Authorization to proceed with preliminary engineering all phases including utility preparatory work at an estimated total cost of $18,400 with an obligation of $14,720 in federal funds.

Funds for this project are available from releases in obligations on other projects by final voucher submissions or other actions.

CL:bkc
Enc.

cc: W. Schwartz (Region 5)
Ken Husby
General Files

Form 734-3122

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

3-13-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (18)(20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., Arcade Street in Lexington 65	ADT	PRESENT 100	FUTURE ---- (66)(70)	YEAR --- (71)(72)	REGION 10	STATE NAME Oregon					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 P.E., One Bridge 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) BROS- 14 23	NUMBER 2503 7			
CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement Off System						COUNTY NAME Morrow						
	NAME OF URBAN AREA ---- 17-31						ROUTE NO. N	FEDERAL-AID Non (32)	STATE City St. (36)(37)				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43-46)	STEP (53)	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS 80% (67)(76)	STATE FUNDS	OTHER FUNDS
1	(1-5)	(16)	41	42								
5					PE			0.01	18,400	14,720	---	3,680
5					ROW							
5					CONST (CODE) X080		"Blackhorse Creek (Lexington) Bridge Section."	0.01	106,600	85,280	---	21,320
							PROJECT TOTALS	0.01	125,000	100,000	---	25,000

(16) (23)(24) (33) REMARKS

CARD 1	CODE 1	PREPARED BY C.L.
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1

FORM PR-1 (REV. 4-61)

3-13-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
y St., Arcade Street in Lexington	ADT	100	----	---	10	Oregon	41	117	10128
(65)			(66) (70)	(71) (72)			(2) (3)	(4) (9)	(14)

ORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only
								PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG.
								BROS-	2503	(1)	
62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 23	7 13		(24) (26)

Bridge Replacement Off System	COUNTY NAME	CODE	PROGRAM STAGE
	Morrow	049	
		(14) (16)	

----	ROUTE NO. N	FEDERAL-AID	STATE	U.S.	
		Non (32)	City St. (36) (37)	--- (41)	1 OR 2

ORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
46	53		(54) (58)	(59) (66)	(67) (76)			
			0.01	18,400	14,720	---	3,680 (City)	
W								
NST E) 80		"Blackhorse Creek (Lexington) Bridge Section."	0.01	106,600	85,280	---	21,320 (City)	ROW- 90' normal; Access Control-none; Parking Restrictions-none.
C.L.	PROJECT TOTALS		0.01	125,000	100,000	---	25,000 (City)	
VAL DATES				(16) (23)	(24) (33)	REMARKS		

-over-

BLACKHORSE CREEK (LEXINGTON) BRIDGE SECTION
PROJECT NO. BROS-2503(1)

Existing Facility: Timber bridge 52' 6" in length with 26' roadway.

Adjacent Sections: 32 foot A.C. surfaced roadway.

Project Data: Work under this project consists of the following:

1) Preliminary engineering all phases including utility preparatory work.
2) Remove existing structure and construct reinforced concrete bridge 55 feet in length with horizontal clearance of 32 feet and approach roadways.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports: Morrow County Airport is 1/2 mile north of the project.

Right of Way: No additional required

FHPM 4-1-4 Requirements: Exempt from A-95 review.

FHPM 7-7-2 Requirements: Categorical Exclusion approved by FHWA on February 10, 1981.

FHPM 7-7-5 Requirements:

a) Public Hearings---- Not required under Oregon Action Plan.
b) Location/Design---- Not a factor in the development of this project.

NOTE: 1) This project is in Congressional District No. 2.
2) The existing structure is listed on the off system bridge inventory list with a sufficiency rating of 30.0.

9433 2-23-81 Lexington

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Blackhorse Creek (Lexington) Bridge Section

HIGHWAY NAME: Arcade Street

HIGHWAY NUMBER:

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
5	12	Morrow	Lexington

LENGTH: 0.1 mi ±

MILEPOST NUMBER: TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Town on Lexington

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR and SCA

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct reinforced prestressed concrete slab span bridge, widen shoulders as necessary and pave bridge deck.

Stripe 5' lane adjacent to bridge rail for pedestrian/bicycle use.

1 Verstoog ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
MAR 39 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
50 – 100	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
25	AASHTO	☐ LIGHT ☐ MEDIUM ☐ HEAVY

REFERRED TO

Board Stoudenmeyer
Cole / Mann MEM
Eriksen Watson
Nager Dorn Lev
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

APPROVED
Frank E. Terpin
Location Engineer
Date 2/23/81

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH.
TRAVEL LANES	2 - 11	2 - 11
SHOULDERS	variable 2 - 3'	* 2 - 5'
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none on street - 3' on west side of bridge	* 2 - 5' (portion of bridge deck)
BIKEWAYS	none	* share 5' portion
INTERCHANGES	none	none
OTHER:		

* Shared Shldr. Area

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☐	☐
Stream Blackhorse Cr.	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition N/A	☐	☐	☐
Complex Acquisition N/A	☐	☐	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☐	☒
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment	X		
Statewide Assessment		X	
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing _____		X	
Borrow Source		X	
Material Source			X
Utilities			X

Type _____

	YES	NO	MAYBE
Hydraulics Study	X		
Corps of Engr. data available			
Soils Investigation	X		
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available		X	
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review	X		
With Town of Lexington			

4 - WORK ITEMS

	TO BE PERFORMED BY: APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		XX	
RIGHT–OF–WAY N/A			
CONSTRUCTION ENGINEERING		XX	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT		N/A
CORRIDOR APPROVAL		N/A
FIELD SURVEY		1.0
PRELIMINARY DESIGN		N/A
DESIGN APPROVAL/FINAL EIS		N/A
RIGHT-OF-WAY DESCRIPTIONS		N/A
RIGHT-OF-WAY ACQUISITION		N/A
P.S. & E. DOCUMENTS		3

RECOMMENDED CONSTRUCTION DATE: Fall 1981 (Region); F 30 '82 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
No road work anticipated except for shoulder widening and paving of bridge deck.		

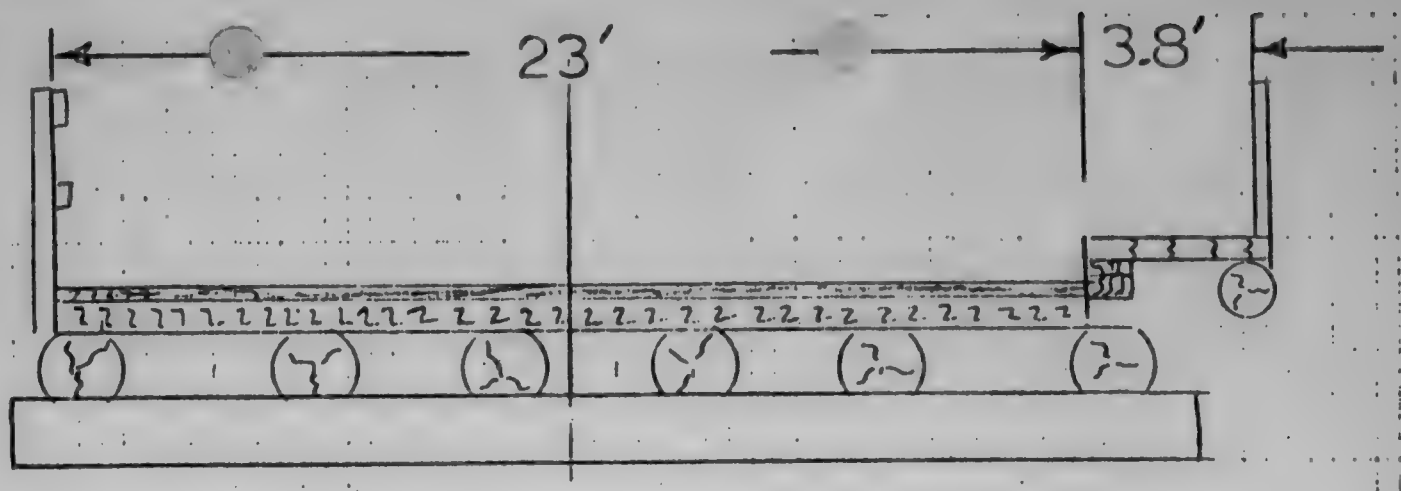
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

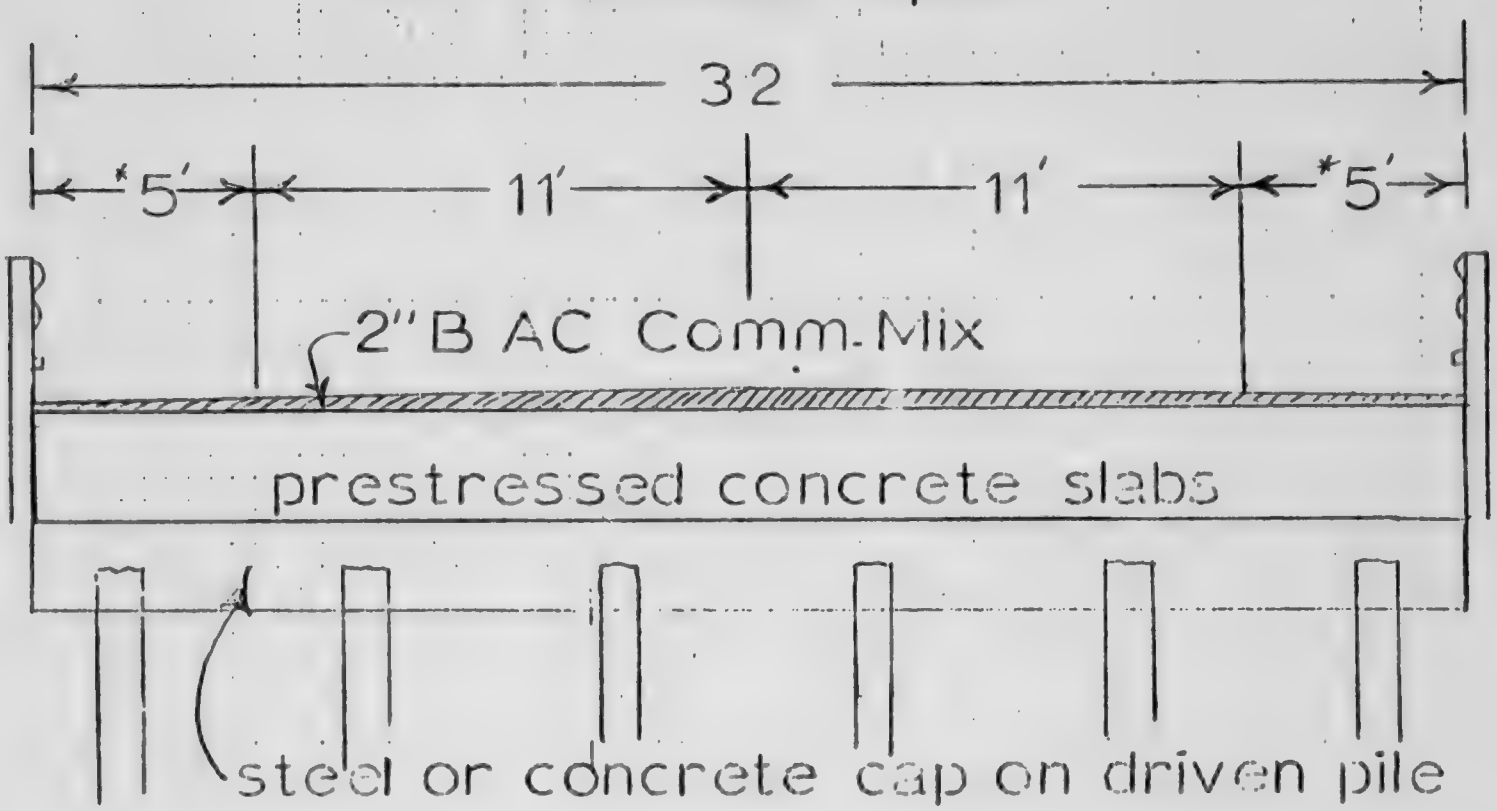
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	18,350	18.400
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES 32'x55'	79,285	121.000
RAILROAD		
ROADWAY	4,000	4.000
OTHER Remove Exts. Structure		8.000
ENGINEERING & CONTINGENCIES	23,365	Incl. Above
PROJECT TOTAL	125,000	$ 151. 400

SUBMITTED BY Roger C. Lang, Region Federal Aid Engineer



PROP. TYPICAL SEC.
55'X 32'clear span



*stripe for pedestrians

MORROW COUNTY AIRPORT
N
NO. 52
M.P. 38.12
M.P. 0.00 HWY. 320
M.P. 36.44 HWY. 52
M.P. 0.25
LEXINGTON - ECHO HWY. NO.
FAS 25-051
TOM ST.
"I" ST.
"H" ST.
FRONT
MAIN
FAS
ST.
EAST "D"
CLAY
ST.
Blackhorse
BLACKHORSE
CANYON
"G" ST.
WEST "F"
DEPOT
"E"
WATER
ARCADE
"C"
Creek
27
34
27 26
34 35
M.P. 36.75
HEPPNER
FAS 25-001
HWY. NO. 52
PACIFIC
Willow
74
207
PROPOSED
HBR PROJECT
HILL
LEXINGTON

9433

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

VICTOR ATIYEH
GOVERNOR

February 17, 1981

In Reply Refer to
File No.:

TO: Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM: Frank E. Terpin
Location Engineer

SUBJECT: General Permit for fills in Navigable Waters
Section: Blackhorse Creek (Lexington) Bridge
Highway: Arcade Street
County: Morrow

This letter, with the attached document, serves as the advance notice required under Special Condition m of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

If additional information is needed, please contact Donald E. Keyes, Location Unit, 212 Transportation Building, Salem, OR 97310, telephone 378-6265.

Attachment

cc G. L. Green
J. H. Versteeg
W. J. Hart
G. A. Potter
D. E. Keyes

Versteeg
Anderson
Christensen Copy
Olson
Sullivan Copy
Terpin
Trout
Wakerlig

RECEIVED
FEB 17 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring by
Action

Form FHWA 121 (1/80)

1133

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project BROS-2503(-)
Project Classification
Blackhorse Creek (Lexington) Bridge
Arcade Street, Morrow County

Date: February 10, 1981

From: Acting Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your January 27, 1981, letter has been reviewed.

We concur with your finding that the proposed project should be classified as Class II, Categorical Exclusion, according to the new Council on Environmental Quality guidelines.

G. K. Hosmer
for E. J. Valach

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Reg V, Env)

Environmental Section
February 12, 1981

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
B. L. Gifford (2)
R. H. Prnage
Phil Lewellyn
Surfacing Design
W. E. Schwartz
Harry Oswald
John Preston
Vernal Moore
Don Keyes (8)

BrOS-2503(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date January 26, 1981

Section Blackhorse Creek (Lexington) Bridge
City Lexington Hwy. No.

Highway Arcade Street
Begin M.P. Length

County Morrow
Program Estimate $125,000

Region 5
Funding Source HBR and SCA

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The project is to replace a failing log stringer and timber bridge with limited load capacity with a modern prestressed reinforced concrete structure. Blackhorse Creek bisects the City of Lexington, and Arcade Street is the only residential street that bridges the stream.

The structure has deteriorated to a point where repairs are uneconomical, and is on the nationwide bridge inventory listing approved by FHWA.

C. Recommended Project Classification:

Project Class		Documentation
_____	I	Draft and Final EIS
X	II	Categorical Exclusion
_____	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding
__ Noise Study Report
__ Cultural Resource Survey
__ Indirect Source Construction Permit
__ Section 106 Procedures
__ Section 4(f) Determination

Basis for Recommended Classification:

The proposed project is a bridge replacement on an intermittent stream which has had dikes constructed some years ago for flood control. The street will be closed during construction and no R/W is needed. No adverse physical or human impacts are anticipated.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved/Gravel)	gravel	gravel
Average Daily Traffic (Volume and Year)	50 - 100	50 - 100
Alignment (New, Combined, Existing)	existing	existing
Speeds (Posted and Estimated)	25 residential	25 residential

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	None
Estimated Number of Parcels	None
Residential Relocation (No.)	None
Business Relocation (No.)	None

Describe:

2. Estimated Impact on Land Use:

None.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

None: The City of Lexington plans to close the street during construction. The project will improve safety for both vehicles and pedestrians.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Blackhorse Creek is an intermittent stream which is usually dry from May through November. Construction during this period should eliminate any potential for adverse stream impacts.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

No identifiable areas of concern.

Name of Preparer and Phone Number: John Preston 963-3177

N
MORROW COUNTY AIRPORT
NO. 52
M.P. 38.12
M.P. 0.00 HWY. 320
M.P. 36.44 HWY. 52
M.P. 0.25
LEXINGTON - ECHO HWY. NO.
FAS 25-051
TOM ST.
"I" ST.
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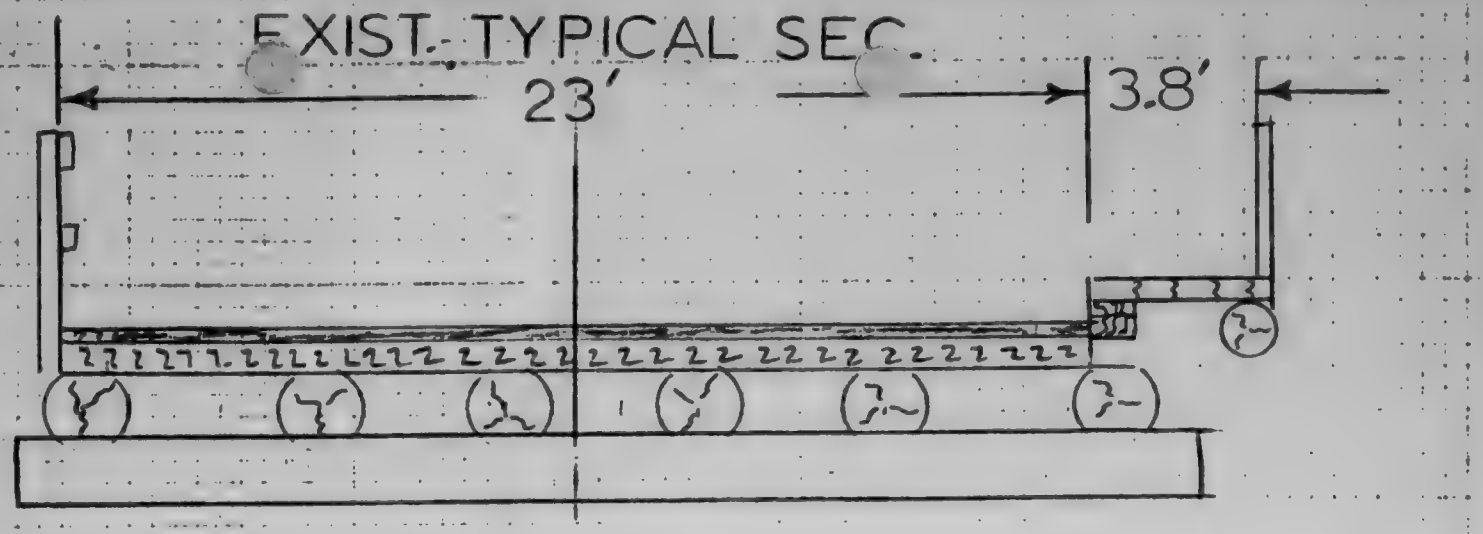
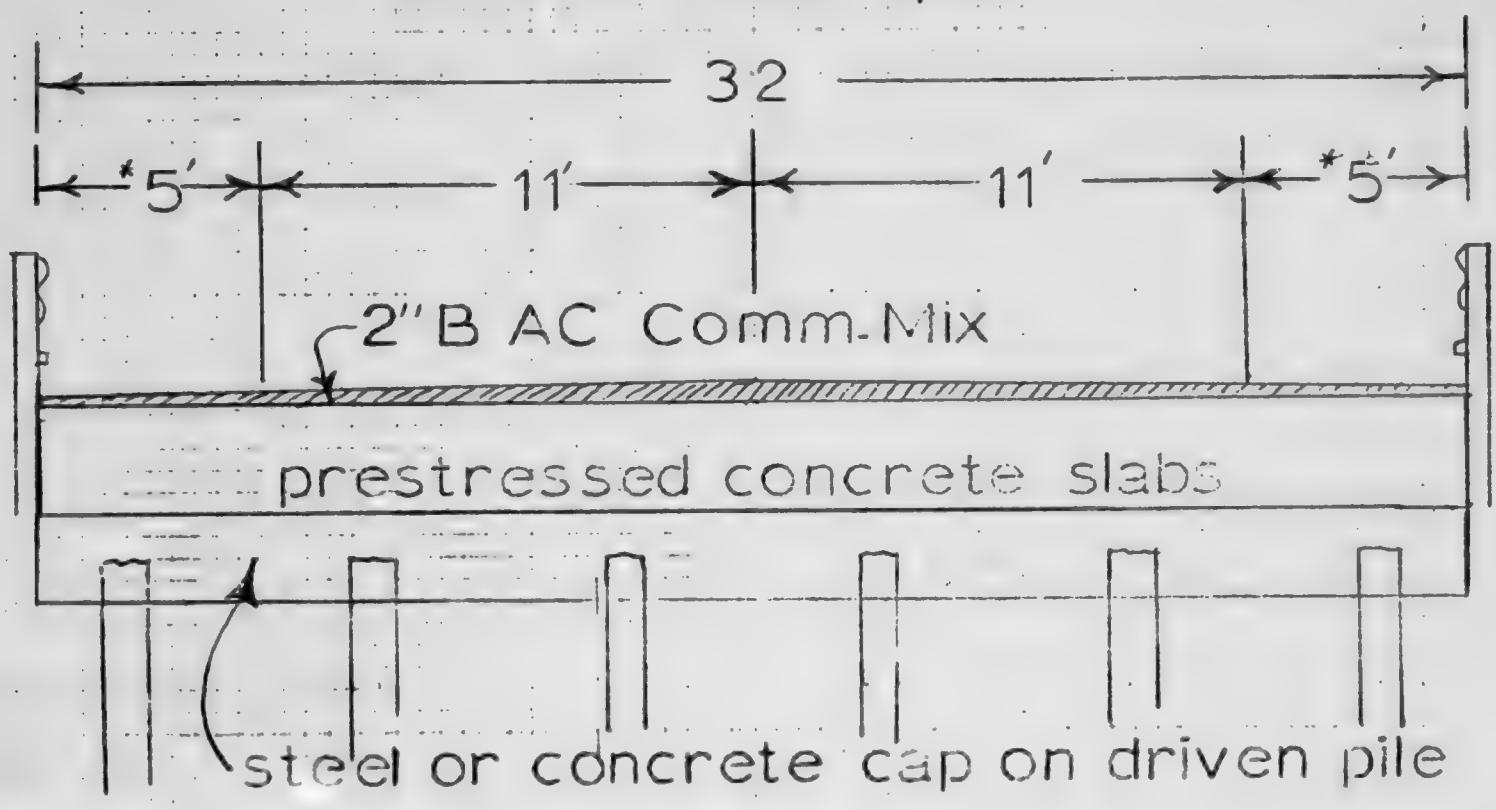
DEPOT
WEST "F"
"E"
WATER
ARCADE
Creek
27 26
34 35
M.P. 36.75
HEPPNER HWY. NO. 52
FAS 25-001
PACIFIC
Willow
PROPOSED
HBR PROJECT
HILL
LEXINGTON
MORROW COUNTY, OREGON

EXIST. TYPICAL SEC.



PROP. TYPICAL SEC.
55' X 32' clear span



*stripe for pedestrians

4.4.33

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Operation Programming Engineer

DATE: January 15, 1981

FROM: Roger C. Lang
Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Proposed Project, HBR Off-System
Blackhorse Creek (Lexington) Bridge Section
Arcade Street
Town of Lexington
Morrow County

Enclosed is project request as submitted by the Town of Lexington concerning the replacement of Blackhorse Creek Bridge on Arcade Street under HBR Off-System funds in conjunction with SCA funds.

The structure has been identified for replacement under the priority system developed by the Bridge Section and approval by the Transportation Commission is anticipated on January 27.

Also enclosed is an Authority for Survey showing the anticipated preliminary engineering costs; Location Prospectus and copy of the Category Request prepared by John Preston, Region Environmentalist.

The Region is asking for expedited approval of this project data so that we may perform the required field engineering, prepare plans and estimate of cost so that the project may be let during the coming construction season.

Please take the necessary action to initiate this project.

RCL/vt
Enc.
cc: Lois M. Allyn
H. N. Van Cleave

D. E. Swan - Please Program & Update PMS.
cc w/Attachment:

E. S. Hunter	R. Trygstad
D. H. Moehring	D. O. Christensen
G. Bell	J. Sullivan
L. E. George	F. W. Yarbrough
G. Potter	J. Grassman
F. E. Terpin	Region 5:
W. J. Hart	Roger Lang
J. B. Boyd	

Contains Recycled Materials
81-125-1387

Form 81-734-3039

9433

OREGON STATE HIGHWAY DIVISION
AUTHORITY FOR SURVEY

Section Blackhorse Cr. (Lexington) Bridge

Highway Arcade Street (City)

County Morrow

Date January 15, 1981

Authorization No. 1

Survey Prefix 325-1973 (Assigned by Salem office)

Description of termini, route, length, etc.:

At crossing of Blackhorse Creek on Arcade Street in Town on Lexington, about 0.1 mile in length.

Purpose of survey:

Prepare plans, specifications and estimate of cost.

BR05-2503(1)
25MAR81

Estimate of cost:

	Estimate of Cost
Field Survey	(901) 5,000
Citizen Participation	(902)
City or County	(903)
Consultant	(904)
Final Design	(905) 1,200
Bridge Design	(906) 6,000
Preliminary Design	(907)
R/W Descriptions	(909)
Soils and Geology	(910)
Traffic	(911)
Landscape	(912)
Liaison	(913) 250
Utility	(914) 250
Photogrammetry	(916)
Location Studies	(918) 1,000
Engr. Graphics	(919)
Office Engineer	(920) 200
Specifications	(921) 1,200
Environmental	(923) 250
Foundation Exploration	(926) 3,000
Free Bridge Design	(927)
Seminars	(950)
Hearings	(980)
Equal Opportunity	(985)
Advisory Committees	(986)
Adm. Serv.(Eng.)	(922) 50

Approved by Form 1-27-81

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 18,400
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Logan C. Long
Field Engineer
Region Federal Aid Engineer

Recommended for Approval:

Vernon E. Stevens
Regional Engineer

Recommended for Approval:

Frank E. Kiefer
Location Engineer

Approved:

E. J. Tuttle
Assistant State Highway Engineer

SP*19700-734

20% for PE
*3680

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: January 15, 1981

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Blackhorse Creek (Lexington) Bridge Section

HIGHWAY NAME: Arcade Street

HIGHWAY NUMBER:

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
5	12	Morrow	Lexington

LENGTH: 1 0 mi ±

MILEPOST NUMBER: TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Town on Lexington

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR and SCA

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Construct reinforced prestressed concrete slab span bridge, widen shoulders as necessary and pave bridge deck.

Stripe 5' lane adjacent to bridge rail for pedestrian/bicycle use.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
50 – 100	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
25		☐ LIGHT ☐ MEDIUM ☐ HEAVY

3 - FEATURES	EXIST NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH.
TRAVEL LANES	2 - 11	2 - 11
SHOULDERS	variable 2 - 3'	5'
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none on street - 3' on west side of bridge	2 - 5' (portion of bridge deck)
BIKEWAYS	none	share 5' portion
INTERCHANGES	none	none
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☐	☐
Stream ~~Blackhorse Cr.~~	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition N/A	☐	☐	☐
Complex Acquisition N/A	☐	☐	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☐	☒
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment	X		
Statewide Assessment		X	
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing _____		X	
Borrow Source		X	
Material Source			X
Utilities			X

Type _____

	YES	NO	MAYBE
Hydraulics Study Corps of Engr. data available	X		
Soils Investigation	X		
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available		X	
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review With Town of Lexington	X		

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		XX	
RIGHT-OF-WAY			
CONSTRUCTION ENGINEERING		XX	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	( )	
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	
RECOMMENDED CONSTRUCTION DATE	Fall 1981 (Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
No road work anticipated except for shoulder widening and paving of bridge deck.		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	18,350	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES	79,285	
RAILROAD		
ROADWAY	4,000	
OTHER _____		
ENGINEERING & CONTINGENCIES	23,365	
PROJECT TOTAL	125,000	

SUBMITTED BY Roger C. Lang, Region Federal Aid Engineer

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date January 12, 1981

Section Blackhorse Cr.(Lexington)Bridge
City Lexington Hwy. No.
Highway Arcade Street
Begin M.P. Length
County Morrow
Program Estimate $125,000
Region 5
Funding Source HBR and SCA

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

Purpose of project is to replace a failing log stringer and timber bridge with limited load capacity with a modern prestressed reinforced concrete structure. Blackhorse Creek bisects the City of Lexington, and Arcade Street is the only residential street that bridges the stream.

The structure has deteriorated to a point where repairs are uneconomical. The structure appears for replacement on the nationwide bridge inventory listing approved by FHWA.

C. Recommended Project Classification:

Project Class		Documentation
____	I	Draft and Final EIS
XX	II	Categorical Exclusion
____	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding
__ Cultural Resource Survey
__ Section 106 Procedures
__ Noise Study Report
__ Indirect Source Construction Permit
__ Section 4(f) Determination

Basis for Recommended Classification:
The proposed project is bridge replacement on an intermittent stream which has had dikes constructed some years ago for flood control. Street will be closed during construction and no R/W is needed. No adverse physical or human impacts are anticipated. Recommend project classification is Category 2, Categorical Exclusion.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved/Gravel)	gravel	gravel
Average Daily Traffic (Volume and Year)	50 - 100	50 - 100
Alignment (New, Combined, Existing)	existing	existing
Speeds (Posted and Estimated)	25 residential	25 residential

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	none
Estimated Number of Parcels	none
Residential Relocation (No.)	none
Business Relocation (No.)	none

Describe:

2. Estimated Impact on Land Use:

none

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

none: The City of Lexington plans to close the treet during construction.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Blackhorse Creek is an intermittent stream which is usually dry from May through November. Construction during this period should eliminate any potential for adverse stream impacts.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

none

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

No identifiable areas of concern.

Name of Preparer and Phone Number: John Preston, 963-3177

FEDERAL AID PROJECT REQUEST

Date January 14, 1981

Applicant Agency Town of Lexington
Request for: Off-System____, FAS-C____, FAUS____ Project HBR X
Federal Aid Route No. N/A Route Name Arcade Street
Project Name Blackhorse Creek (Lexington) Bridge Section

Project Length 0.1 mile ± Project Location (Attach sketch map)
Project Description Construct prestressed concrete slab span bridge.

Average Daily Traffic 50-100 Design Speed 25 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 32' Travel Lanes 2 - 11' Shoulders 2
Medians none Parking on shoulder - off street
Sidewalks none
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 32' Travel Lanes 2 - 11' Shoulders 2 - 5'
Medians none Parking
Curbed none Length Curb Radii
Sidewalk/Bikeway shoulder of street to be used.
Remarks Widen shoulders as required to meet new structure. Proposed that no guardrail be installed as access should be maintained to dikes along creek.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 90.83 Minimum - Maximum -

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No XX

3. Will additional right-of-way be needed? Yes____ No XX
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

none

2. Proposed Signalization:

Location none

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant if required.

4. Permanent Striping:

Include in project or by applicant? Street not presently striped -- should have stripe or reflectors for pedestrian safety on structure.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

none

2. Proposed Illumination:

Location none

Type

Remarks

BRIDGE NO. 49051

V. STRUCTURE DATA

1. Existing Structure:

Location Blackhorse Creek (Arcade Street)

Type Log Stringer, Wood deck on concrete columns

Approach Roadway Width 26' + Shoulder Width variable

Length 52' 6" Width 28' +

To remain in place? no

2. Proposed Structure:

Location Blackhorse Creek (Arcade St.)

Approximate Size: Length 55' Width 32'

Are sidewalk/bikeways desired: Portion of bridge deck to be used as sidewalk.

Are any utilities to be attached to structure? no

Are provisions for illumination desired? no

Are there any unusual or complicating conditions? no

Remarks Hydraulic data should be available from Corps of Engineers; clear span design from dike to dike should speed any decision necessary regarding hydraulic study. Street may be closed during construction.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No XX

Name of Railroad _____

Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Lois M. Allyn, City Recorder / Office
2.	Environmental	" " / Office
3.	Public Hearing	" " / Office

Remarks Anticipate Category 3, Categorical Exclusion. Minimal involvement required.

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State XX Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State XX Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No XX
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 4,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	102,650
Railroad	
Other_____	
Preliminary engineering	18,350
PROJECT TOTAL	$125,000

Remarks City requests use of $25,000 SCA grant for match funds. Also requests most economical replacement of structure in order to fall within funding limits.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

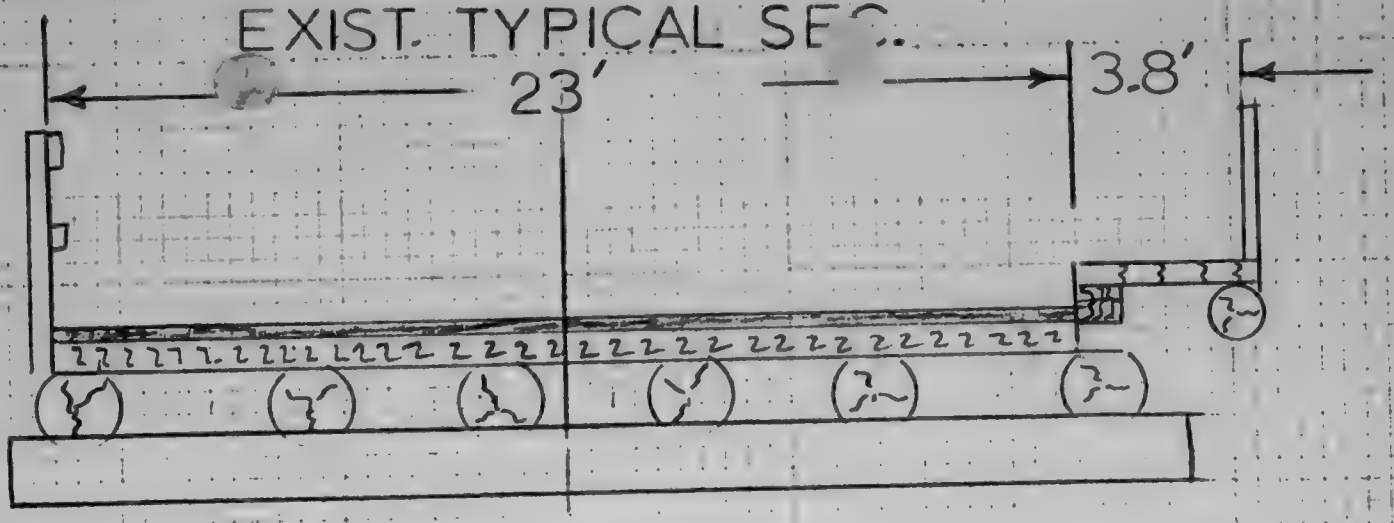
CITY OF Lexington and/or _____ COUNTY

By Lori M. Allyn, Recorder By_____

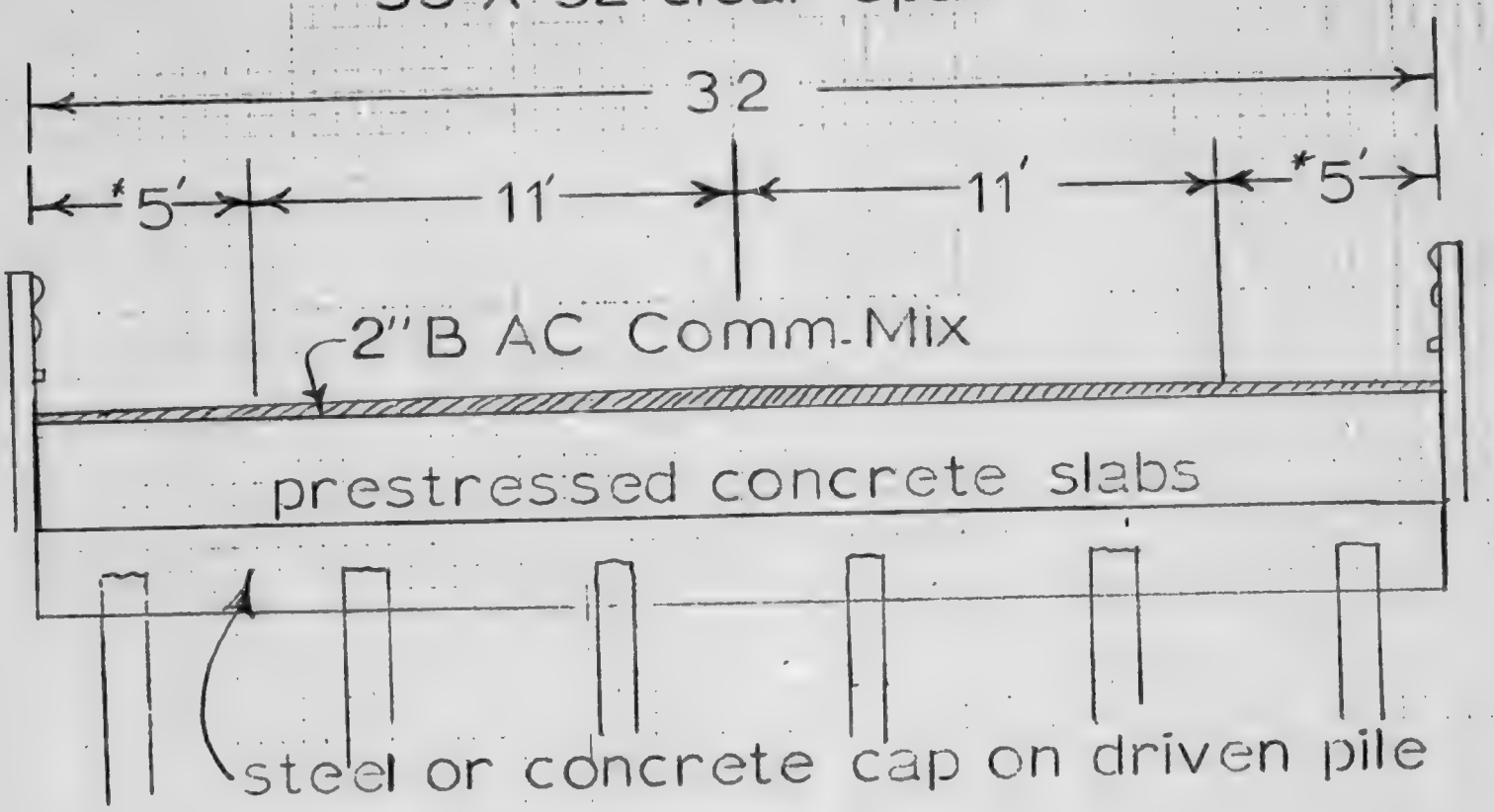
By_____ By_____

By_____

EXIST. TYPICAL SEC.



PROP. TYPICAL SEC.
55' X 32' clear span



*stripe for pedestrians

N
MORROW COUNTY AIRPORT
NO. 52
M.P. 36.12
M.P. 0.00 HWY. 320
M.P. 36.44 HWY. 52
M.P. 0.25
LEXINGTON - ECHO HWY.
FAS 25-051
NO.
TOM ST.
FRONT
"I" ST.
"H" ST.
MAIN
EAST
CLAY
ST.
EAST "D"
Blackhorse
BLACKHORSE
CANYON
"G" ST.
DEPOT
WEST "F"
"E"
WATER
ARCADE
CY
ST.
Creek
27
34
27 26
34 35
M.P. 36.75
HEPPNER
FAS 25-001
HWY. NO. 52
PACIFIC
Willow
74
207
PROPOSED
HBR PROJECT
HILL
LEXINGTON
MORROW COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

Project Identification:

Date January 12, 1981

Section Blackhorse Cr.(Lexington)Bridge
City Lexington Hwy. No.
Highway Arcade Street
Begin M.P. Length
County Morrow
Program Estimate $125,000
Region 5
Funding Source HBR and SCA

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

Purpose of project is to replace a failing log stringer and timber bridge with limited load capacity with a modern prestressed reinforced concrete structure. Blackhorse Creek bisects the City of Lexington, and Arcade Street is the only residential street that bridges the stream.

The structure has deteriorated to a point where repairs are uneconomical. The structure appears for replacement on the nationwide bridge inventory listing approved by FHWA.

C. Recommended Project Classification:

Project Class		Documentation
_____	I	Draft and Final EIS
XX	II	Categorical Exclusion
_____	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding
__ Cultural Resource Survey
__ Section 106 Procedures
__ Noise Study Report
__ Indirect Source Construction Permit
__ Section 4(f) Determination

Basis for Recommended Classification:
The proposed project is bridge replacement on an intermittent stream which has had dikes constructed some years ago for flood control. Street will be closed during construction and no R/W is needed. No adverse physical or human impacts are anticipated. Recommend project classification is Class 2, Categorical Exclusion.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved/Gravel)	gravel	gravel
Average Daily Traffic (Volume and Year)	50 - 100	50 - 100
Alignment (New, Combined, Existing)	existing	existing
Speeds (Posted and Estimated)	25 residential	25 residential

(12-15-80)

eliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	none
Estimated Number of Parcels	none
Residential Relocation (No.)	none
Business Relocation (No.)	none

Describe:

2. Estimated Impact on Land Use:

none

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

none: The City of Lexington plans to close the street during construction. Project would improve safety for both vehicles and pedestrians.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Blackhorse Creek is an intermittent stream which is usually dry from May through November. Construction during this period should eliminate any potential for adverse stream impacts.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

none

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

No identifiable areas of concern.

Name of Preparer and Phone Number: John Preston, 963-3177

9433

December 11, 1980

INT 3-2

Town of Lexington
P.O. Box 587
Lexington, Oregon 97839

Attn: Lois M. Allyn
City Recorder

SUBJECT: 1981 SPECIAL CITY ALLOTMENT PROGRAM

Dear Ms. Allyn:

I am pleased to inform you that on November 25, 1980 the Transportation Commission officially approved your proposed project on Blackhorse Creek (Arcade Street) Bridge for construction under the Special City Allotment Program (ORS 366.805). Also, our Bridge Section has informed me that Blackhorse Creek Bridge is included in the 1981 Highway Bridge Replacement (HBR) Program to be presented to the Transportation Commission for approval at its December 22, 1980 meeting.

Based upon a reconnaissance investigation, we estimate the project will cost roughly $120,000. We anticipate that the 1981 Highway Bridge Replacement Program will provide $96,000, and the Special City Allotment funds will provide Lexington's 20 percent local matching monies (estimated to be $24,000), in an amount not to exceed $25,000.

After approval of Blackhorse Creek Bridge as an HBR Project, we will prepare a Construction Agreement and submit it, through our Region Office in LaGrande, for your City Council to consider and approve. Until then, no action on your part is necessary.

If you have any questions, feel free to contact this office, 206 Transportation Building, Salem, Oregon 97310, Phone 378-6563 or:

Roger Lang
Region Federal Aid Engineer
2111 Adams Avenue
P.O. Box 850
LaGrande, Oregon 97850
Phone: 963-3177

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf

cc: Jim Chidsey, Bridge
Region 5, Roger Lang

9433

October 14, 1980

INT 3-2

Lois M. Allyn
City Recorder
Town of Lexington
P.O. Box 587
Lexington, Oregon 97839

SUBJECT: SPECIAL CITY ALLOTMENT PROGRAM

Dear Mrs. Allyn:

Your proposed project, Blackhorse Creek (Arcade Street) Bridge, will be included in the 1981 SCA Program to be presented to the Transportation Commission for approval at its November 25, 1980 meeting in Salem.

We estimate the project cost, for programming purposes, to be approximately $120,000. Our Bridge Section has informed me that Blackhorse Creek Bridge is in the proposed 1981 Highway Bridge Replacement Program to also be presented to the Commission in November. Pending Commission approval, $25,000 in SCA funds will be available to provide the local match money for the Town of Lexington; until then, no action on your part is necessary.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf

cc: Roger Lang, Region 5
Jim Chidsey, Bridge

9433

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

City: LEXINGTON Date 7-30-80 No. of Previous Projects 1
Population: 1975: 245 1980: 290 Last Project 1956 (Year)
Street: BLACKHORSE CR - ARCADE ST. BRIDGE Total SCA Funds $ 11,181.43
BRIDGE # 49051 Funds/Capita $
Average/Capita $
Project Length 52.6' ~~Mile~~ FEET Right-of-Way Width Feet

	Existing	Minimum	Proposed
Uncurbed Street			
Width of Travelway:	ft.	12 feet	ft.
Width of Shoulders:	ft.	4 feet	ft.
Curbed Street			
Width of Travelway:	ft.	12 feet	ft.
Width of Parking:	ft.	6 feet	ft.
Base Design			
Base Course:	in.	9 in.	in.
Leveling Course (Optional):	in.	2 in.	in.
Type of Surfacing: (i.e.: Oil, Asphalt, Gravel)		Asphalt	
Depth of Surfacing:	in.	3 in.	in.

Type curbs: Walks: Width ft. Length ft.
Can street be closed during construction? No Yes X
Remarks:

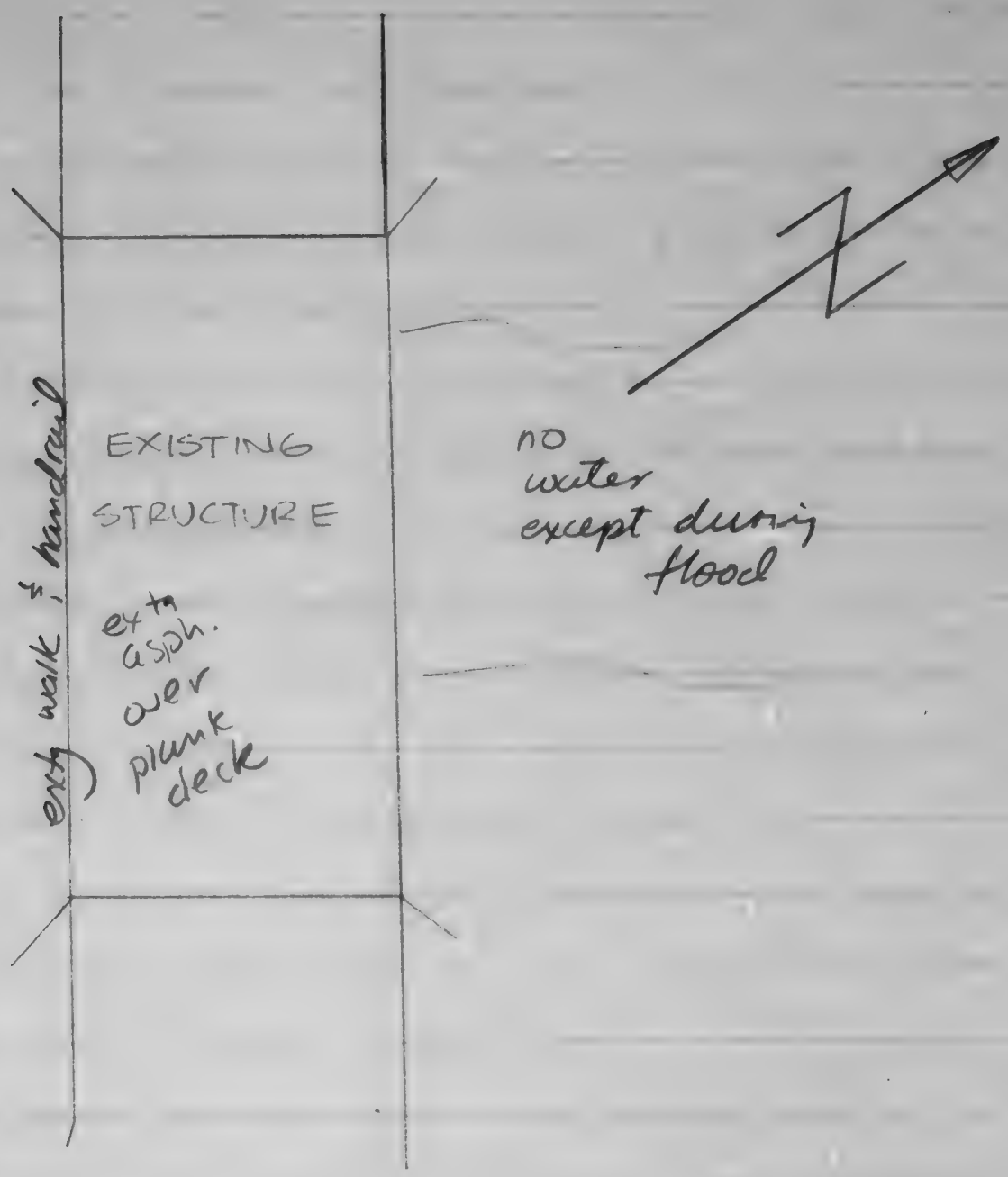
ESTIMATE

	Unit	Gross*	Price	Amount
MOBILIZATION	ALL	$	$	$
TEMP. PROT. & DIRECT TRAFFIC	ALL			
GENERAL EXCAVATION	CU. YD.			
AGGR. BASE DEEP	SQ. YD.			
CEMENT TREATED SUBGRADE	CU. YD.			
CEMENT IN TREATMENT	TON			
CLASS "C" AC DEEP	SQ. YD.			
CONCRETE INLETS	EACH			
CONCRETE CURBS	LIN. FT.			
CONCRETE WALKS	SQ. YD.			
CONCRETE DRIVEWAYS	SQ. YD.			
INCH SEWER PIPE	LIN. FT.			
INCH CULVERT PIPE	LIN. FT.			
ADJUST MANHOLES	EACH			
ADJUST INLETS	EACH			
Flagging				
		Total		$
Engineering & Contingencies (20%)				
		Total		$
City's Estimated Share of Survey				$
		TOTAL ESTIMATED COST		$ 120,000 (BRIDGE) BY HBR ESTIMATE

*Items include 10% allowance.

CITY MATCH $24000

LEXINGTON 1981 SCA



7-30-80 Lexington 1981 SCA

Looking S.W. on (Arcade St) Blackhorse Cr Bridge

Form 81-734-3049

OREGON STATE HIGHWAY DIVISION

TABULATION SHEE

SHEET ..... OF ..... SHEET

1981 SCA SCORING SYSTEM

LEXINGTON (37)

(A) TRAFFIC	POINTS
Heavy	10
Medium-Heavy	8
Medium	6
Medium - Light	4
Light	(2)
None	0

(B) WEAR TO ROAD	
Heavy	(10)
Medium-Heavy	8
Medium	6
Medium+ Light	4
Light	2
None	0

(C) 5 yr POPULATION GROWTH

290 - 245 / 245 = .18 = 18%

30% and over	10
25% thru 29%	9
20% thru 24%	8
15% thru 19%	(7)
10% thru 14%	6
5% thru 9%	5
2% thru 4%	4
1% to 2%	3
0% to 1%	2

(D) NO. OF PREVIOUS PROJECTS	
8 TO 10	0
6 OR 7	2
4 OR 5	4
2 OR 3	6
0 TO 1	(8)
0	10

(E) YEARS SINCE LAST PROJECT	
1979 thru 1980	1
1975 thru 1978	2
1970 thru 1974	3
1965 thru 1969	4
1960 thru 1964	5
1955 thru 1959 1956	(6)
1950 thru 1954	7
1945 thru 1949	8
1940 thru 1944	9
PRIOR TO 1940 OR NONE	0

(F) INTEREST BY CITY	
Very Interested	5
Interested	(4)
Moderately Interested	3
Slightly Interested	2
Showed Up	1
No Interest	

T1S. R25E W.M.

LEXINGTON

MORROW COUNTY, OREGON

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM - STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY - LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (PAII)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CY CITY HALL
- CT COURT HOUSE
- R ARMORY
- L LIBRARY

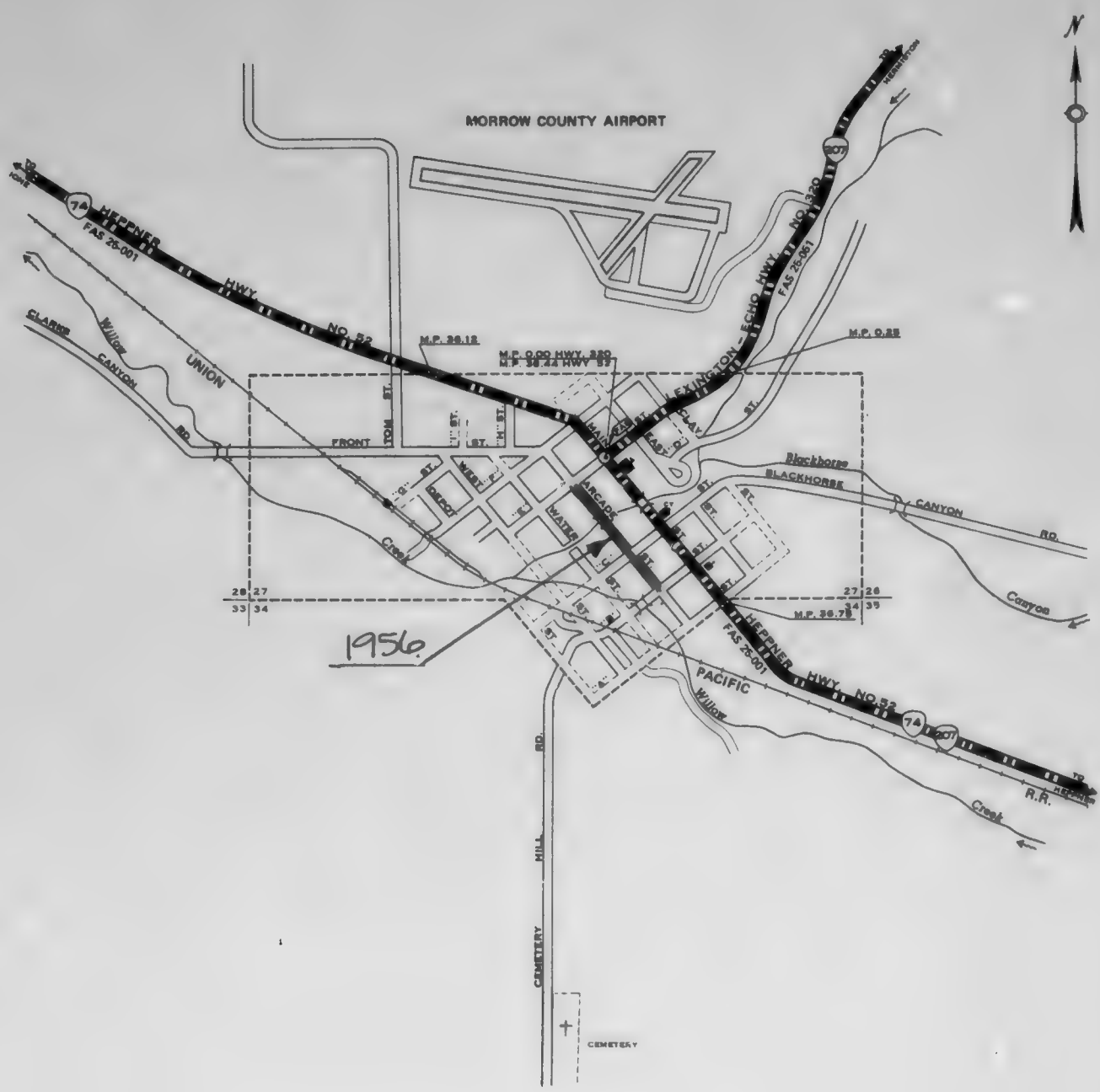
PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 230

Scale in Feet

Revised May 1974

PREVIOUS REVISED



T1S. R25E W.M.

LEXINGTON

MORROW COUNTY, OREGON

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- CITY CENTER CT COURT HOUSE
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PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 230

Scale in Feet

Revised May 1974

1 PREVIOUS PROJECT —
COUNTY ROADS —

DOCUMENT MISSING

NOT FILMED

DOCUMENT NUMBER: 9433

Lexington

7433

FILES

July 30, 1980

Kenneth E. Husby
Special Programs Engineer

City of Lexington

In the City of Lexington I met Lois Allyn, City Recorder, at the project site at 8:00 in the morning. The proposed project of Lexington is Black Horse Creek Bridge on Arcade Street. This is a residential street which parallels Main Street. The existing structure is one of two structures in town. It is in terrible condition and is currently on the Highway Bridge Replacement Program for 1981. Lexington wishes to use the Special City Allotment money for match money for the HBR Program. Traffic on the structure is light, although during harvest trucks coming down Cemetary Road turn on Arcade Street heading northwest to the grain elevators on F Street. Lois said also if the required match were greater than the $25,000 SCA money. there would be up to $10,000 in City funds available.

SCORE:

Traffic (Light)	2
Wear to Road (Heavy)	10
Population Growth (18%)	7
1 Previous Project	8
Last Project (1956)	6
Interested	4
TOTAL	37

KEH:pf

July 22, 1980

INT 3-2

Town of Lexington
P.O. Box 587
Lexington, Oregon 97839

Attn: Lois M. Allyn
City Recorder

Dear Ms. Allyn:

I will be in your area investigating the Special City Allotment Program requests on Wednesday morning, July 30, 1980.

I would like to discuss Lexington's application with you.

If for any reason this date is not convenient or conflicts with your schedule, please contact me by telephone at 378-6011 and we will try to arrange a mutually agreeable meeting date.

Very truly yours,

Kenneth E. Husby
Special Programs Engineer

KEH:pf

cc: Roger Lang, Region 5

July 8 1980

TO: Walt Hart
Bridge Engineer

FROM: Roger C. Lang
Region Federal Aid Engineer

OFF SYSTEM

SUBJECT: Conformation of Intent
Highway Bridge Replacement Program
City of Lexington

Attention: Jim Chidsey

Lois Allyn, City Recorder, has confirmed the City's intention of participation in the HBR program and furnishing match monies required for funding of the Blackhorse Creek (Arcade St.) Bridge.

Replacement of this structure has been a priority of the City but we have been unable to identify the necessary funds until now. Also, they have requested Special City Allotment Funds for this structure which would be of great benefit because of the limited resources available within the City's budget.

A specific project request is being prepared and will be submitted in the near future.

RCL/dt

cc: Lois Allyn
bcc: D. E. Swan
Hal Reynoldson
Ken Husby

Please give the SCA request every consideration available. Walt has given this structure high priority for replacement.

PROJECT MANAGEMENT BRANCH
☐ STE ☐ ASHE
☐ PRE ☐ RE ☐ PLE
JUL 7 1980
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Town of Lexington
PO Box 587
Lexington, OR 97839

June 13, 1980

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA ☐

JUN 16 1980

RECEIVED
REGION 5 OFFICE

Ken Husby

Mr. Fred Hildebrandt
Cities Coordinator
Local Goverment Section
207 Transportation Bldg.
Salem, Oregon 97310

Dear Sir:

Transmitted herewith is an application under the Special City Allotment program. We hope it meets with your favorable consideration.

I have included the bridge inventory report which was prepared last summer by State Dept. of Transportation personnel.

Yours truly,

Lois M. Allyn, Recorder
Town of Lexington

✓ cc: Roger C. Lang, LaGrande

Thanks for reminding me about this grant application.

Lois M. Allyn

W. J. Hart

RE: Blackhorse Cr. (Arcade St.) Br. #49051
City of Lexington
Morrow County
Off System Br.

As per our conversation of a few days ago, I'm trying to set up SCA Project for match monies of HBR if the structure Qualifies. As you noted the photo's show the structure to be in poor condition but rating doesn't correspond — P/S work with Buzz — Roger

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐

JUN 17 1980

REFERRED TO _____
FOR _____
FILE: PM FA LG.

Revised 1-1-79 "for Match Money"

SPECIAL CITY ALLOTMENT APPLICATION

CITY OF Lexington, Oregon Date 6-12-80

Street Name Blackhorse-Arcade St. Bridge (From To)
(Locate project on attached map)

Project Length 52.6 Feet Estimated Average Daily Traffic Cars 100, Trucks 20

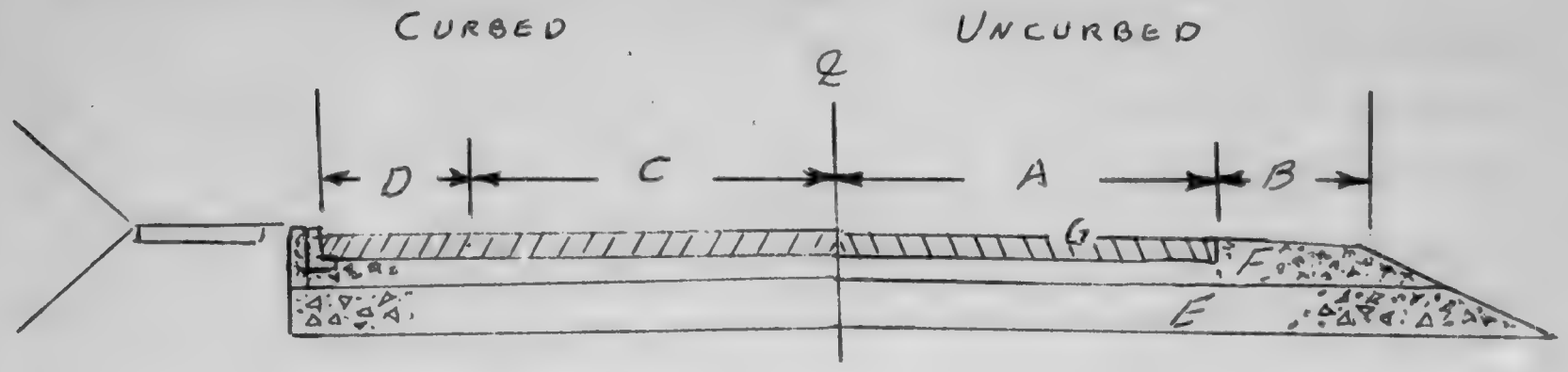
Up to $25,000 Special City Allotment Funds and $6,000. (see note) City Funds

City Funds will be available after (Date) 7-1-80
(About $4,000 or $5,000 more could be transferred from other street items if necessary)

ROADWAY PROJECT DATA

DESIRED STREET SECTION:

TYPICAL SECTION



		EXISTING	MINIMUM	PROPOSED
Uncurbed Street:	A - width of travel way:	____Feet	12 Feet	____Feet
	B - width of shoulders:	____Feet	4 Feet	____Feet
Curbed Section:	C - width of travel way:	____Feet	12 Feet	____Feet
	D - width of parking:	____Feet	6 Feet	____Feet
Base Design:	E - Base Course:	____Inch	9 Inch	____Inch
	F - Leveling (Optional):	____Inch	2 Inch	____Inch
	G - Type of Surfacing: (I.e. Oil, Pave or Gravel)	____	Asphalt	____
	Depth of Surfacing	____Inch	3 Inch	____Inch

Can street be closed during construction? No_____ Yes__X__

Has City established grade on street? No_____ Yes__X__

Site for disposal of excess excavated material: Morrow County landfill

Remarks:

DRIVEWAYS:

Construct as part of project? No N/A Yes_____ How many?_____

Does city ordinance specify width and number of driveways permitted? No_____ Yes____

Remarks:

CONCRETE CURBS:

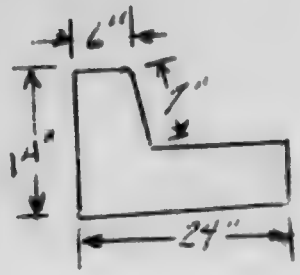
Construct as part of project._____ Now in place _____

Width between present curbs: _____Feet

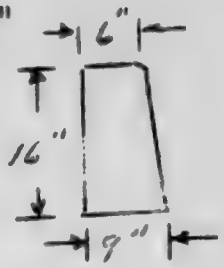
Length of desired radius on curb returns: _____Feet

What type of curbs does city desire?

A
MonoTithic



B
Type "C"



C
Other

Explain

SIDEWALKS:

Construct as part of project. No____ Yes__X (see remarks)

Width	Length	Side of Street
4 feet	52.6 feet	North X East____
4 feet	52.6 feet	South X West____

Distance between present sidewalks: 2 feet

Is utility strip required? No X Yes____: Width: ____feet

Remarks It is intended to paint lines designating a walkway, rather than having raised sidewalks, as they will be used by bicycle & horseback riders. Also it should be somewhat less expensive.

STORM SEWERS:

Construct as part of project. N/A Now in place ____

Are they adequate for increased flow? No____ Yes ____

Indicate depth of main lines from present surface: ____feet

(Show location of outfall on attached map)

SANITARY SEWERS: (City to adjust if required)

Now in place? No N/A Yes____

Depth of sewers from present surface:____feet

Remarks:

BRIDGE PROJECT DATA

1. Name of Bridge: Blackhorse-Arcade St. Bridge Bridge No. 49051

2. Name of River or Stream: Blackhorse Creek

3. Does City wish a particular type of bridge design? No X * Yes_____

   Type desired: Hwy. Dept. has suggested a pre-stressed concrete slab span but the city will accept any suitable design.

4. Roadway width of bridge: 32'

5. Width of sidewalks: on upstream 4' downstream 4' side of bridge?

6. Will detour be constructed and maintained by City?_____

   By contractor? X it will require only signs

7. Construct approaches or connections? By City_____ By Contractor X

8. Will old bridge remain in place?_____ Removed by City?_____

   By Contractor? X Salvaged for future use?_____

9. Lightpost bases and conduit installed? No n/a Yes_____

10. Will any of the following utilities be attached to this structure?

    a) Water Mains: No x Yes_____ Size_____

    b) Sanitary Sewer Mains: No x Yes_____ Size_____

    c) Storm Sewer Mains: No x Yes_____ Size_____

    d) Gas Mains: No x Yes_____ Size_____

    e) Power Lines: No x Yes_____

    f) Telephone Lines: No x Yes_____

    g) Other Utilities? none

11. Remarks: Blackhorse Creek is usually a relatively dry stream bed, however, it is subject to occasional heavy run-off due to sudden snow melt or flash-flooding. Therefore the bridge design should not impede the stream flow any more than necessary.

GENERAL INFORMATION:

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 90.83 feet

Additional right-of-way required? No x Yes____

State to furnish right-of-way descriptions? No x Yes____

WATER MAINS: (City to adjust if required)

Now in place? No x Yes____ How deep from present surface?_____feet

Remarks Our map of city water mains doesn't show a water main at this location.

FRANCHISED UTILITIES: (City is to arrange for any required adjustment)

Gas lines? No x Yes____ Company? _____

Electric Poles? No x Yes____ Company?_____

Telephone poles? No x Yes____ Company?_____

Railroad tracks? No x Yes____ Company?_____

Is crossing presently protected by automatic railroad signals? No____ Yes____

Remarks:_____

General remarks:_____

By Lee Padberg Lee Padberg
Mayor

By Lois M. Allyn Lois M. Allyn
City Recorder

By none
City Administrator or City Engineer

SPECIAL CITIES ALLOTMENT

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Lexington is an incorporated city of the State of Oregon and has a population of 290 as given by the latest official census; and

WHEREAS, the following streets of said city, _____

Blackhorse-Arcade St. Bridge

_____

_____

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of Lexington does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate City Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8th day of April, 1980.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Lexington at a regular or special meeting of said Council, held on the 8th day of April, 1980, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 12th day of June, 1980.

Lois M. Allyn

Lois M. Allyn, City Recorder

T1S. R25E W.M.

LEXINGTON

MORROW COUNTY, OREGON

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CY CITY HALL
- CT COURT HOUSE
- ARMORY
- L LIBRARY

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE
U.S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 230

Scale in Feet

Revised May 1974

BRIDGE INVENTORY 08/28/79

1. 410
2. 12
3. 049
4. 0645
5. 151C64510
6. BLACKHORSE CN (ARCADE ST)
7. ARCADE ST
8. BRIDGE NUMBER 49051
9. CITY OF LEXINGTON
10. 9999
10A.
11A.
12. 00000
13.
14. 0000
15. 0000
16.
17.
18. 1
19. 01
20. 3
21. 4
22. 4
24. 12
25. 4
26. 15
27. 5300
28. 0200
29. 000050
30. 79
31. 0
32. 026
33. 0
34. 10
35. 0
36. 0000
38. 0
39. 000
40. 0000
41.
42. 55
43. 702
44. 000
45. 03
46. 0000
47. 00231
47A.
48. 0032
49. 000053
50. 038000
51. 0231
52. 0248
53. 9999
54. 0000
55. 999
56. 000
57. 2
58. 6
59. 3
60. 3
61. 3
62. N
63. 00
64. 213
65. 8
66. 205
67. 2
68. 4
69. N
70. 2
71. 3
72. 6
73. 80
74. 5
75. 311
76. 00053
77. 5
78. 0028
79. 02
80. 00050
81. 79
82. 00
83. 0
84. 00000
85.
86.
87.
88.
91.
92. 000
93. 000
94.
850. 00
860. 00
870. 010000
880. 795
95.
101. 000
11. 00021
890. 0679
96. LOG STRINGERS

RECEIVED
SEP 26 1979
H. N. VAN OLEAVE

7-30-80 Lexington 1981 SCA

Lois Allyn, City Recorder
Blackhorse Cr (Arcade St) Bridge
① Harvest trucks off Cemetery Rd, over Arcade St to "F" St Grain Elevators.
② This & Main St. are only bridges in town.
$8000 - $10000 city fu

9433

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

February 11, 1980

Ms. Lois M. Allyn, Recorder
City of Lexington
P. O. Box 587
Lexington, Oregon 97839

Dear Lois:

Re: Blackhorse Creek (Arcade Street) Bridge

In response to your telephone inquiry concerning the status of the Arcade Street bridge, I contacted Mr. John Wood, Structures Maintenance Engineer, Salem, who indicated the inventory data obtained in June 1979 has been forwarded to the Federal Highway Administration (FHWA) in Washington D.C. for final evaluation.

It is hoped we will be receiving the information back from FHWA in the near future. At that time we will be able to evaluate and establish priority ranking for the structures.

I know it is frustrating to the Town Council to wait all this time to learn if the bridge will qualify for Highway Bridge Replacement Funds. If there were a way to speed up the process, we would be very happy.

I will contact you when further information is available.

Sincerely,

Roger C. Lang
Region Federal Aid Engineer

RCL/vt
cc: Walt Hart
John Wood
D. E. Swan: Re: SOS Application 1/8/79
H. N. Van Cleave

Form 734-3123

☐ RE ☐ RCE ☐ RME ☐ ROE

☒ RFA APR 12 1979 ☐

RECEIVED
REGION 5 OFFICE

Town of Lexington
PO Box 587
Lexington, OR 97839

April 11, 1979

Mr. Roger C. Lang
Region Federal Aid Engineer
Highway Division - Region 5
Dept. of Transportation, PO Box 850
LaGrande, OR 97850

Dear Mr. Lang:

Sorry I didn't get a chance to visit with you yesterday. The mobile home you stopped at is my sister-in-law's, so I received your message ok.

I don't know if you have a record of when the Blackhorse-Arcade St. Bridge was installed, but in checking here, I found one man who had helped when it was constructed. He said it was shortly after the Korean War, sometime around 1952 to 1955.

We certainly appreciate having the bridge inspected, and will look forward to receiving your report.

Sincerely,

Lois M. Allyn

Lois M. Allyn (Mrs.)
Recorder
Town of Lexington

cy H.W. Van Cleave
Gerald Wimer
Bridge is being inspected by State forces
Lang

Aldebrandt

1982 Juniper Canyon Road 9434
Lexington/Echo Hwy. Sec. of Bombing
Range Rd. (Grading and Paving) #2

9434

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: June 7, 1985

COUNTY: Morrow — AGREEMENT NO: 7414 — PROJECT NO: RS-B564(2,3)

CONTRACT NO: 9434 — SECTION: Juniper Canyon Rd.-Lexington/Echo Hwy.

PRELIMINARY ENGINEERING 525-1971

	Participating	Non Participating
Project Manager	$ 3,957.09	$
Final Design	7,984.36	
Region Geology	4,274.41	
Traffic Section	219.45	
Region Utility Liaison	809.16	
Location	1,618.49	
Program Section	187.38	
Specifications	1,666.77	
Administratrive Services	10.62	
Environmental Section	422.60	
	$ 21,150.33	$ -0-

CONSTRUCTION PREFIX 525-1073

Payment to Contractor	$ 384,558.02	
Work Performed By State Forces	1,096.53	
Expense in Connection of Litigation	92.82	
Engineering Cost	8,429.33	29,894.72
Program Section	56.44	
Materials Testing	3,742.05	
Technical Services	500.00	
Construction Branch	1,317.07	
Region Office Charges	2,577.91	
General Construction Eng. (Accounting)	215.45	
TOTAL CONSTRUCTION COST	$ 402,585.95	$ 29,894.72

SUMMARY

Participating P.E. Cost	$ 21,150.33
Participating Const. Cost	423,735.95

FEDERAL FUNDS

P.E. (88.18%)	$ 18,650.36	
Const. (88.18%)	355,000.00	(373,650.36)
SUBTOTAL		$ 50,085.59
Less 1/2 Balance State Share		(25,042.80)
*Non Participating County Cost		29,894.72
Advance Deposits from County		(63,361.28)
REFUND DUE COUNTY		$ 8,423.77

*Federal funds were limited to $355,000 for construction, $29,894.42 are costs in excess of federal participation.

MKS:bkb

9434 S 2-16-85 525-1073

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	RS-B564(3)
PROGRAM APPROVED	VOUCHER PERIOD From: 1-6-82 To: 6-28-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$432,480.34	$402,585.62	.8818	$355,000.00	$355,000.00	$ 0.00
*	(14,288.95)	.8818	(12,600.00)	(12,600.00)	0.00
$432,480.34	$388,296.67	.8818	$342,400.00	$342,400.00	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon — *State Highway Agency*

By _____ — 3-6-85

Controller — *Authorized Officer* — *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

*To give credit of $12,600.00 Fed. dollars on the bid rigging settlement for steel reinforcing bar on FASC funds.

**Federal Funds Limited

Amount submitted $ _____

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

_____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Juniper Canyon Rd-Lexington/Echo Hwy. **Bomber Range Road** **Morrow County**					
	Construction					
	Type Code 6021					
	Roadway (Sta. 146+00 To Sta. 277+08.93)					
	Final Contract Payment Settlement		Lump Sum		384,558.02	
SFO #1	Permanent Pavement Striping (State)		All Required		1,096.53	
	Total Participating Construction				385,654.55	
	Litigation Expense					
SFO#2	Defend against litigation filed by this contractor		All Required		92.82	
	Construction Engineering		All Required		(16,838.25)	
	State				402,585.62	
	Total Participating Project Cost					
	Less: Credit for bid rigging settlement steel reinforcing bar FAS-C Friends of 12,600				(14,288.95)	
	Total Participating Project Cost After Credit				388,296.67	
	Nonparticipating Project Cost					
	Construction Engineering		All Required		29,894.72	
	Total Project Cost				432,480.34	
	Prepared based on Participating Costs as shown on the Federal Billing as of 3-7-85					
	AMOUNT CARRIED FORWARD					

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
525-1073 1R RS -B564-003 APPR-075	342,400.00	432,480.34	388,296.67	88.18	342,400.00	342,400.00		
2R RS -B564-003 APPR-000								
525-1073 PREFIX TOTALS	342,400.00	432,480.34	388,296.67		342,400.00	342,400.00		
526-1042 1R RS -[illegible]-001 APPR-075	426,009.82	482,067.26	483,113.88	88.18	426,009.82	426,009.82		
526-1055 1 X10 -[illegible]-024 APPR-680	423,842.00	446,362.51	446,362.51	85.00	379,398.63	379,399.63		
526-1067 1 SR -[illegible]-003 APPR-[illegible]9	323,390.00	359,464.61	362,811.74	88.15	319,818.55	319,818.55		
8 BRS -[illegible]-003 APPR-861	104,086.00	84,776.87	84,776.87	100.00	84,776.87	84,776.87		
526-1067 PREFIX TOTALS	427,476.00	444,241.48	447,588.61		404,595.42	404,595.42		
527-1006 1R RS -[illegible]-002 APPR-075	47,089.35	53,476.29	53,401.39	88.18	47,089.35	47,089.35		
527-1007 1R BRS -[illegible]-002 APPR-[illegible]2	60,248.90	66,943.22	66,943.22	90.00	60,248.90	60,248.90		
527-1011 1 RS -[illegible]-002 APPR-075	162,636.00	183,847.97	183,847.67	88.15	162,061.72	162,061.72		
527-1073 2R RS -[illegible]-003 APPR-000								
527-1099 1R RS -[illegible]-001 APPR-075	181,712.65	206,172.03	206,140.27	88.15	181,712.65	181,712.65		
528-1057 1R RS -B443-001 APPR-075	92,161.94	104,589.31	104,515.69	88.18	92,161.94	92,161.94		
8 0000-[illegible]-000 APPR-000								
528-1057 PREFIX TOTALS	92,161.94	104,589.31	104,515.69		92,161.94	92,161.94		
528-1058 1R RS -[illegible]-001 APPR-075	54,777.93	62,208.54	62,141.73	88.15	54,777.93	54,777.93		
529-1006 1R RS -A727-002 APPR-075	437,164.37	496,516.47	496,332.26	88.16	437,164.37	437,164.37		
529-1014 1L BRS -A722-002 APPR-114	337,639.00	340,961.60	340,940.17	80.00	272,672.14	337,639.00	759.14 B	
							65,725.00 L	
529-1020 1 BRS -A727-004 APPR-114	81,898.00	94,477.89	94,477.89	80.00	75,582.31	75,582.31		
530-1007 1 RRS -B574-001 APPR-138	98,573.00	18.29	18.29	90.00	16.46	16.46		
530-1008 1 RRS -B572-001 APPR-138	110,720.00			90.00				
530-1010 1 RRS -B574-002 APPR-138	73,911.00	22.22	22.22	90.00	20.00	20.00		
530-1075 1 RS -B571-002 APPR-075	566,924.00	604,371.77	604,281.64	88.18	532,866.86	532,866.86		
530-1096 1 BRS -B573-003 APPR-114	78,811.00	119,721.86	119,721.86	80.00	95,777.48	78,811.00	16,966.48 B	

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	524 1096	946	00	P	1	76.73	253.02	253.02	84	85
	524 1096	948	00	P	1	9.01	36.21	36.21	84	85
	524 1096	950	00	P	1	11.84	873.32	873.32	85	85
	524 1096	985	00	P	1	34.00	142.24	142.24	84	85
		TOT		P	1	6,468.84	884,224.76	884,246.22		
		TOT		N	1	865.82	1,874.80	1,874.80		
		** JOB TOTALS **				7,334.66 **	886,099.56 **	886,121.02 **		

JUNIPER CANYON-LEX/ECHO HWY CONT NO 9434 X FA PROJ NOS RS R564003 100 RS R564003

STATE

	525 1073	201	00	P	1			384,558.02	82	84
	525 1073	206	00	N	1			33.58CR	83	83
	525 1073	270	01	P	1			1,096.53	82	82
	525 1073	270	20	P	1		14,288.95CR	14,288.95CR	85	85
	525 1073	270	20	N	1		14,288.95	14,288.95	85	85
	525 1073	286	02	P	1			92.82	84	84
	525 1073	296	00	N	9		10,482.54	484,511.30CR	82	85
	525 1073	297	00	N	9			62,111.30	82	84
	525 1073	298	00	N	9		10,482.54CR	374,400.00	82	85
	525 1073	900	00	P	1		29,894.72CR	8,429.33	82	85
	525 1073	900	00	N	1		29,894.72	29,894.72	85	85
	525 1073	920	00	P	1			56.44	82	82
	525 1073	928	00	N	1			33.58	82	83
	525 1073	940	00	P	1			3,724.87	82	84
	525 1073	943	00	P	1			17.18	82	83
	525 1073	944	00	P	1			500.00	82	83
	525 1073	945	00	P	1			1,317.07	82	84
	525 1073	946	00	P	1			2,577.91	82	83
	525 1073	948	00	P	1			215.45	82	84
	525 1073	950	00	P	1	9.37			82	85
		101		P	1		44,174.30CR	388,296.67		
		101		N	1		44,183.67	44,183.67		
		** JOB TOTALS **				9.37 **	9.37 **	432,480.34 **		

STATE

NE 112TH AVE-NE 148TH AVE CONT NO 9355 X FA PROJ NOS RS A662001 100

	526 1042	201	00	P	1			433,701.13	81	84
	526 1042	201	00	N	1			500.00	84	84
	526 1042	206	00	N	1			1,016.82	83	83
	526 1042	208	00	N	1			9.61CR	83	83
	526 1042	294	00	N	1			2,563.45CR	82	83
	526 1042	296	00	N	9		2,605.40CR	453,515.22CR	81	85
	526 1042	297	00	N	9		2,605.40	27,505.40	81	85
	526 1042	298	00	N	9			426,009.82	81	84
	526 1042	900	00	P	1			2,013.33	81	84
	526 1042	903	00	P	1			43,774.65	82	84
	526 1042	915	00	P	1			362.61	83	83
	526 1042	920	00	P	1			84.63	81	82
	526 1042	928	00	N	1			9.61	82	83

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW	DATE OF REQUEST 1-8-85	NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.)
SEND ORIGINAL TO ACCOUNTING SECTION	DATE OF ORIGINAL TRANSACTION	VENDOR'S NAME

REFERENCE	CHARGE							CREDIT							CREW NO.
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		
Lump Sum	525-1073	270	20	163	N1	14,288	95	525-1073	270	20	719	P1	14,288	95	00500

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	2 RS	-A483-003 APPR-000		622,494.40	622,494.40					86.49CR
522-1011	PREFIX TOTALS		980,000.00	1886,431.17	1803,158.65		966,137.56	966,224.05		
522-1096	1# RRS	-A465-001 APPR-138	54,137.37	60,152.63	60,152.63	90.00	54,137.37	54,137.37		
523-1080	1# RS	-B500-003 APPR-075	256,696.25	291,553.36	291,104.84	88.18	255,696.25	256,696.25		
523-1082	1# BHS	-B487-001 APPR-114	55,645.72	70,947.35	69,557.15	80.00	55,645.72	55,645.72		
523-1084	1# BHS	-B460-001 APPR-118	4,301.92	5,659.82	5,377.40	80.00	4,301.92	4,301.92		
524-1037	1# RS	-A599-001 APPR-075	509,907.79	578,797.10	578,257.87	88.18	509,907.79	509,907.79		
524-1068	1# RS	-A590-003 APPR-075	368,516.58	418,929.60	417,914.02	88.18	368,516.58	368,516.58		
524-1083	1# PMS	-000S-115 APPR-140	3,673.73	3,673.73	3,673.73	100.00	3,673.73	3,673.73		
524-1091	1 RS	-A599-003 APPR-075	273,568.00	264,587.98	264,587.98	88.15	233,234.30	233,234.30		
524-1096	1 BHS	-P560-002 APPR-118	760,269.00	709,361.97	709,297.00	80.00	567,437.60	567,437.60		
525-1073	1 RS	-B564-003 APPR-075	355,000.00	402,585.62	402,585.62	88.18	355,000.00	355,000.00		
	2 RS	-B564-003 APPR-000		29,885.35	29,885.35					
525-1073	PREFIX TOTALS		355,000.00	432,470.97	432,470.97		355,000.00	355,000.00		
526-1042	1# RS	-A662-001 APPR-075	426,009.82	482,667.25	483,113.88	88.18	426,009.82	426,009.82		15,199.58
526-1055	1 X10	-000C-024 APPR-580	424,842.00	446,325.23	446,325.23	85.00	379,376.45	364,176.87		4,133.69
526-1067	1 SR	-A662-003 APPR-079	323,390.00	348,494.96	351,596.25	88.15	309,932.09	305,798.40		1,541.26
	8 BWRS	-A662-003 APPR-861	104,086.00	87,981.53	87,981.53	100.00	87,981.53	86,440.27		5,674.95
526-1067	PREFIX TOTALS		427,476.00	436,476.49	439,577.78		397,913.62	392,238.67		
527-1006	1# RS	-A559-002 APPR-075	47,089.35	53,475.29	53,401.39	88.18	47,089.35	47,089.35		
527-1007	1# RRS	-A557-002 APPR-138	60,248.90	66,943.22	66,943.22	90.00	60,248.90	60,248.90		
527-1011	1 RS	-A549-002 APPR-075	162,636.00	183,687.81	183,687.51	88.15	161,920.54	161,965.06		44.52CR
527-1073	2# RS	-B564-003 APPR-000								
527-1099	1# RS	-A515-001 APPR-075	181,712.65	206,172.03	206,140.27	88.15	181,712.65	181,712.65		
528-1057	1# RS	-B443-001 APPR-075	92,161.94	104,589.31	104,515.69	88.18	92,161.94	92,161.94		
	8	0000-0000-000 APPR-000								
528-1057	PREFIX TOTALS		92,161.94	104,589.31	104,515.69		92,161.94	92,161.94		

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: December 26, 1984

To: Dale E. Wilken, Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

RECEIVED
DEC 28 1984
OREGON DIVISION

Subject: Bid Rigging Settlement
Steel Reinforcing Bar

$168,823.01 settlement payment, plus interest in the amount of $21,068.10, has been deposited in the Highway Fund as a result of the bid rigging suit brought against steel companies. As indicated on the attached worksheet the federal share is approximately 75 percent or $127,000 plus interest of $15,800 . We have examined our records for the 1973-1976 period to determine appropriate federal funding categories to be reimbursed. The results of this evaluation are tabulated below.

	FAI	FA	FAS	FAS-C	FAUS	HBR	HES	OS	
1973	8,070,700	759,600	17,700	959,000					9,807,000
1974	2,143,700	1,564,400	388,000	593,700	376,600				5,066,400
1975	564,410	1,381,500	148,600	227,300	838,100	476,500	7,000		3,643,410
1976	1,741,100	63,000	3,700	35,400	222,560			38,600	2,104,360
Totals	12,519,910	3,768,500	558,000	1,815,400	1,437,260	476,500	7,000	38,600	20,621,170
%	60.8	18.3	2.7	8.8	7.0	2.3	0	0.2	
$ Rounded	86,800	26,200	3,900	12,600	10,000	3,300	-0-	-0-	$ 142,800

We have identified the following active projects to accomplish the necessary credit of Federal funds.

Fund	Project	Federal Aid Number
FAI	S. Banfield Intchge.	I-205-7(40)
FA	Chetco River Bridge	FR-2-1(13)
FAS	Devils Punch Bowl Park Slide	RS-122(2)
FAS-C	Juniper Canyon Rd.-Lexington	RS-B564(3)
FAUS	28th Ave.-34th Ave. (Eugene)	M-0000(36)
HBR	Ash Creek Bridge	BRF-F-64(4)

Form 734-3122

Glen Gray and Tony Burrow of your staff reviewed this methodology on December 13. Mr. Gray subsequently concurred in our approach to settle this matter. Subject to your formal concurrence, I will request our Accounting Section effect the transfers as outlined above.

Concur:

Dale E Wilken 1/4/85
Dale E. Wilken
Federal Highway Administration

WHW:bkb pf

cc: H.S. Coulter
R.N. Bothman
V.E. Skoog
Jack Sollis

9434

DAVE FROHNMAYER
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

HIGHWAY LEGAL
113 Transportation Building
Salem, Oregon 97310
Telephone: (503) 378-4259

August 1, 1983

Frank H. Spears
Attorney at Law
520 SW Yamhill Street
Suite 800
Portland, Oregon 97204

RE: Chevron U.S.A., Inc.
Asphalt Specifications

Dear Mr. Spears:

In reply to your letter of July 27, 1983 please be advised that the Highway Engineer will be happy to meet with you on Thursday, August 25, 1983 at 10:00 a.m. in his office in the Department of Transportation Building. His office is the second door on your left as you enter the front of the building.

If you have other specific information that would help the Highway Division prepare for a complete discussion of the particular matters, I would appreciate being advised as quickly as possible.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General
Attorney-In-Charge
Transportation Section

JLS:ss

cc: H. S. Coulter
W. E. Schwartz
E. S. Hunter

RECEIVED
TECHNICAL SERVICES
AUG 1 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

BERSKY, CAMPBELL,
[illegible]NDERSON & YOUNG
ATTORNEYS AT LAW
520 S.W. YAMHILL STREET, SUITE 800
PORTLAND, OREGON 97204

TELEPHONE (503) 226-6151

TELECOPIER XEROX 410
(503) 224-0388

FRANK H. SPEARS
WILLIAM F. LUBERSKY
GEORGE B. CAMPBELL
JOHN P. BLEDSOE
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
RICHARD S. BORST
GEORGE L. WAGNER
STANLEY R. LOEB
MICHAEL C. HOLMES
GEORGE L. PIRKLIN
LEIGH D. STEPHENSON
JOHN M. DORAN
O. MEREDITH WILSON, JR.
LAURENCE F. JANSSEN
ROBERT E. MALONEY, JR.
RICHARD C. HUNT
JOHN W. GOULD
JOHN M. BERMAN
RICHARD M. WILLIAMS
EDWIN A. HARNDEN
RICHARD F. LIEBMAN
CHARLES J. PRUITT
NELSON D. ATKIN II
JAMES E. BARTELS
DAVID M. WILSON, JR.
MICHAEL J. LILLY
JEFFREY M. BATCHELOR
JOHN C. STEVASON
DONALD M. PYLE
JEFFREY C. WOLFSTONE
JAMES L. MILLER
CRAIG D. BACHMAN
MILO PETRANOVICH
FRANK M. PARISI
TIMOTHY R. HARMON
BRUCE C. HAMLIN
RICHARD S. POPE
RICHARD N. VAN CLEAVE
MARY ANNE SAARINEN
JOHN W. WEIL
SCOTT P. MONFILS
PAULA B. WEISS
HELEN RIVES-HENDRICKS
MICHAEL R. SANDOVAL
ANGELA M. NOLAN
GRIFFITH C. STEINKE
P. ANNE KLASSNER
CORBETT GORDON
CARRIE G. OTEY
MARIANNE E. SCHIMELFENIG
RALPH F. RAYBURN
R. SCOTT McGREW
ROBERT P. STAFFORD
TRISH M. BROWN
SUSAN E. PIPER
VIVIAN I. RAITS
RANDALL W. ROSA
JOHN KENT PEARSON, JR.
MARK B. BLOCK
BRENDA MARIE FITZGERALD

RECEIVED
JUL 28 1983
[illegible]

July 27, 1983

OUR FILE NO.

copy mailed 7-29

Jack Sollis, Esq.
General Counsel
State Highway Division
Department of Transportation
113 Transportation Building
Salem, Oregon 97310

Re: Chevron U.S.A., Inc.
Asphalt Specifications

Dear Mr. Sollis:

Recently you and I had a telephone conversation regarding the situation presently existing in Oregon with reference to the practices and procedures used by the Oregon Highway Division to determine whether asphalt meets specifications if additives are placed in the asphalt at the direction of the highway department. During the conversation we discussed the advisability of a meeting.

I would appreciate it very much if you would arrange a meeting to be attended by Mr. H. Scott Coulter, the State Highway Engineer, yourself and such other representatives of the department as Mr. Coulter and you determine advisable. Mr. Wallan, myself and one or two other representatives of Chevron U.S.A. will attend. We would appreciate an early meeting, however, the period commencing August 8th and ending August 19th would not be convenient.

Chevron believes that in determining whether asphalt meets the specifications of AR-4000W the asphalt should be tested before the additive is placed in the asphalt and not afterwards. I understand that this is the procedure generally followed and the procedure that is followed by the Federal Highway Administration. At the

7-28-83
Sollis
Smith Thru Thurs 8:30-5
(c 10 AM
E.S.H
cc Coulter
Schmutz

meeting we would like to discuss the practices and procedures to be followed by the state in testing asphalt and specifically whether the state will adopt the federal practice of testing the asphalt prior to the inclusion of the additive.

You are aware of the dispute between the State of Oregon and our customer, Eucon Corporation, regarding the question of whether asphalt furnished by Chevron U.S.A., Inc. on project no. 9434 met specifications. At the meeting we would also like to discuss this matter.

Will you please advise me when the meeting may be held. If you desire any further information also please let me know.

With best wishes.

Sincerely,

Frank H. Gregard

cc: Mr. B. B. Wallan

r22

cc: OSHD (Cou r)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FE AL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9434

REGION NO.	REPORT NO.	COUNTY	DIVISION
10		Morrow	Oregon
DATE OF REPORT	**REPORT MADE BY** 1-22-84		**PROJECT NO.**
June 22, 1984	C. O. Fredrickson, Const. Engr.		RS-B564(3)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
June 18, 1982	December 8, 1982	50 %	106 CD
APPROVED EXTENSIONS	**LOCATION** Juniper Canyon Rd.-Lexington/Echo Highway, Sect. of FAS B564 (Bombing Range Rd.) ending approximately 9.7 miles northeasterly of Lexington.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of roadbed, aggregate base & asphalt concrete pavement.

      Installation of culvert pipe and roadside delineators.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Eucon Corporation of Idaho

3. Contract Amount: $403,232.65

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
JUN 29 '84
REFER TO
FOR
Init. | R/D | D/R | Sign | Act | File

Signature (SHD Official) C. O. Fredrickson 6-25-84

Title Construction Engineer

NOTED
W. E. SCHWARTZ

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter D. B. Carter Area Engr.		SIGNATURE Original Signed By G. K. HOSSNER G. K. Hossner Field Operations Engineer	
TITLE Area Engineer	DATE 6-27-84	TITLE Field Operations Engineer	DATE 6-28-84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

94341

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

TELEPHONE 223-1107
AREA CODE 503

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
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JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROBERT S. BANKS, JR.

LEO LEVENSON
OF COUNSEL
(1903-1981)

June 5, 1984

Mr. William F. Cloran
Assistant Attorney General
Department of Justice
100 Justice Building
Salem, Oregon 97310

Re: Eucon Corporation v. State of Oregon et al
Marion County Circuit Court No. 145 752

Dear Bill:

Enclosed is original release executed by Eucon Corporation in the above matter, as well as copy of my letter to the Presiding Judge of Marion County, transmitting the stipulated order of dismissal.

Now that this facet has been concluded, I will feel free to transmit to Eucon the final pay estimate and voucher.

I appreciate your cooperation in resolving this matter and will be in contact with respect to any other matters that we may need.

Very truly yours,

KOBIN & MEYER, P.C.

David R. Trachtenberg

DRT/
enc.

RELEASE

In consideration of the receipt of Ten Thousand and 00/100 ($10,000.00) Dollars, the undersigned, on behalf of itself, its successors, heirs and assigns, does hereby release, except as hereafter stated, the State of Oregon, acting by and through its Transportation Commission, Department of Transportation, Highway Division, and Morrow County, both municipal corporations, their agents, successors and assigns, from any and all liability for claims made by undersigned against said entities in that certain lawsuit captioned:

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EUCON CORPORATION, a corporation,	)	
Plaintiff,	)	No. 145 752
v.	)	
STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a municipal corporation, CHEVRON USA, INC., a corporation,	)	
Defendants.	)	

In further consideration of the aforesaid payment, undersigned shall dismiss, as to the parties released hereby, with prejudice and without costs the above captioned lawsuit.

Neither this Release nor the dismissal shall in any way prejudice plaintiff's claims in the above captioned litigation against Chevron USA, Inc. and undersigned expressly reserves all rights against Chevron USA, Inc. in the above lawsuit.

The Oregon State Highway Division and Morrow County expressly agree to make available to undersigned, without costs, all records and documents not subject to privilege, and all witnesses as may be necessary, to assist undersigned in pursuing its claims against Chevron USA, Inc.

DATED this 24th day of May, 1984.

EUCON CORPORATION

BY A Kil Deeding

Title PRESIDENT

9434

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

TELEPHONE 223-1107
AREA CODE 503

NORMAN B. KOBIN
PAUL R. MEYER
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JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROBERT S. BANKS, JR.

LEO LEVENSON
OF COUNSEL
(1903-1981)

June 4, 1984

Presiding Judge
Marion County Circuit Court
148 High Street NE
Salem, Oregon 97301

Re: Eucon Corporation v. State of Oregon et al
Marion County Circuit Court No. 145 752

Your Honor:

Enclosed you will find original stipulated order of dismissal with prejudice and without costs as to defendant State of Oregon. The case still will remain active as between plaintiff and the remaining defendant Chevron USA, Inc.

If this order meets with Your Honor's approval, would you kindly execute the original and have your secretary conform the enclosed postcards and return them to Mr. Cloran and myself so that we might conform our file copies.

Very truly yours,

KOBIN & MEYER, P.C.

David R. Trachtenberg

DRT/
enc.
cc: William F. Cloran w/enc.
cc: James E. Bartels w/enc.

9434

May 29, 1984

Michael J. Oths
County Counsel
Morrow County Courthouse
P.O. Box 509
Heppner, Oregon 97836

Re: Eucon Corporation v. State of Oregon

Dear Mr. Oths:

Thank you for your letter of May 22, 1984. Attached are advanced copies of a Stipulated Judgment Order and Release offered by Mr. Trachtenberg. I believe that settlement will be concluded this week. Morrow County will be invoiced by the Highway Department in the usual matter for the settlement expenses.

In discussing the Bombing Range Road contract with Messrs. Keith Martin and Bryant Jackmond of the Highway Department, I do not believe that any more "surprises" remain.

Please pass on my regards to Judge McElligott and the members of the county court.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC:mj
Enclosures
cc: Keith Martin

MORROW COUNTY

COUNTY COUNSEL

P. O. Box 509 -:- Heppner, Oregon 97836
(503) 676-5552

MICHAEL J. OTHS

May 22, 1984

MR. WILLIAM F. CLORAN
Assistant Attorney General
Trial Division
DEPARTMENT OF JUSTICE
State of Oregon
Justice Building
Salem, OR 97310

Re: Eucon Corp. v. State of Oregon

Dear Mr. Cloran:

I am writing to respond to your call several weeks ago regarding a possible settlement of Eucon v. State of Oregon.

We had discussed the possibility that the cost to the County would come out to $10,000. I presented this option to the Court, which has approved. As far as our approval is really necessary, Morrow County officially endorses a settlement figure of $10,000, with each party to assume its own costs, expenses and attorney fees.

Along these same lines, we need to know if there are any other "surprises" left from the Bombing Range Road project. We had not budgeted this expense in either year, and would like to know if any other expenses are anticipated regarding the project.

If you do settle with Eucon, please submit sufficient documentation of the expense to allow us to execute a proper claim for funds. If there is any other way which I can be of help to you in this matter, let me know.

Sincerely,

Michael J. Oths
County Counsel
Morrow County

cc: County Court

9434

May 29, 1984

David R. Trachtenberg
KOBIN & MEYER, P.C.
Attorneys at Law
Suite 800
610 S. W. Alder Street
Portland, Oregon 97205

Re: Eucon Corporation v. State of Oregon

Dear Dave:

Enclosed are two signed copies of the Stipulated Order of Dismissal With Prejudice and Without Costs in the captioned matter. I have examined the Release which you forwarded with the Stipulated Orders under cover of your letter of May 21, 1984. The Release form is acceptable to my clients.

Also enclosed with this letter is the state's warrant in the amount of $10,000 which is tendered in settlement of the claims covered by the Release. The warrant is not to be negotiated until a fully executed Release has been mailed to this office and the Stipulated Judgment Order has been forwarded for filing with the court.

I apologize for the week's delay in concluding our settlement of this matter which was occasioned by the death of my father and I appreciate the patience and courtesy of you and your client in taking that into account.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC:mj
Enclosures

9434

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

TELEPHONE 223-1107
AREA CODE 503

LEO LEVENSON
OF COUNSEL
(1903-1981)

NORMAN B. KOBIN
PAUL R. MEYER
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MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROBERT S. BANKS, JR.

May 21, 1984

Mr. William F. Cloran
Assistant Attorney General
Department of Justice
Justice Building
Salem, Oregon 97310

Re: Eucon Corporation v. State of Oregon et al
Case No. 145 752

Dear Bill:

Enclosed is copy of the release which I have sent to my client for execution, along with original and copy of stipulated order of dismissal with prejudice and without costs as to the State of Oregon.

Perhaps it would be most expeditious if you would execute the stipulated order and return to me with the State's warrant. Your letter obviously should contain instructions that my client is not entitled to negotiate the check until I have sent to you the release. At that time I will then enter the order.

I appreciate your assistance and will keep you advised.

Very truly yours,

KOBIN & MEYER, P.C.

David R. Trachtenberg

DRT/
encs.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EUCON CORPORATION, a corporation, Plaintiff, v. STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a municipal corporation, CHEVRON USA, INC., a corporation, Defendants.	No. 145 752 STIPULATED ORDER OF DISMISSAL WITH PREJUDICE AND WITHOUT COSTS ONLY AS TO DEFENDANT STATE OF OREGON

Based upon stipulation of counsel appearing below, the court being advised tnat this matter has been compromised and settled, as between plaintiff and defendant, State of Oregon, Acting by and Through its Transportation Commission, Department of Transportation, Highway Division, and the court being fully advised in the premises, it is hereby

ORDERED plaintiff's complaint and the claim for relief prayed for therein as against the State of Oregon, Acting by and Through its Transportation Commission, Department of Transportation, Highway Division, is hereby dismissed with prejudice and without costs as to that defendant and this action shall continue with

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800, 610 S W ALDER STREET
PORTLAND OREGON 97205
(503) 223-1107

respect to defendant Chevron USA, Inc.

DATED this ____ day of _____, 1984.

_____
Circuit Court Judge

_____
David R. Trachtenberg - of
Attorneys for Plaintiff

William F. Cloran

_____
William F. Cloran - Assistant
Attorney General - State of Oregon

LANGTRY MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800, 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

STATE OF OREGON, County of Multnomah) ss.

I, ... , being first duly sworn,

depose and say that I am .....

.....

in the above entitled cause; and that the foregoing.....

is true as I verily believe.

.....

Subscribed and sworn to before me this.....day of .....A.D. 19.....

.....

[NOTARIAL SEAL] Notary Public for Oregon.

My Commission expires.....

A TRUE COPY

.....

of Attorneys for .....

STATE OF OREGON, County of Multnomah) ss.

Due service of the within .....is hereby accepted

in Multnomah County, Oregon, this.....day of ....., 19....., by receiving a copy thereof, duly certified as such by.....

of attorneys for .....

.....

Of Attorneys for .....

STATE OF OREGON, County of Multnomah) ss.

I hereby certify that on the .....day of ....., 19....., I served the within Stipulated Order of Dismissal with prejudice and ~~Without Costs Only as to~~ Defendant State of Oregon upon interested parties by depositing in the United States Postoffice at Portland, Oregon, a full, true and correct copy thereof, with postage prepaid thereon, addressed to James F. Bartels
Spears, Lubersky, Campbell, Bledsoe,
Anderson & Young
800 Pacific Building
Portland, Oregon 97204
Attorney for Chevron USA, Inc.

ROBIN & MEYER
ATTORNEYS AT LAW
SUITE 800 - 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 223-1107

.....David R. Trachtenberg

Of Attorneys for .....Plaintiff.....

RELEASE

In consideration of the receipt of Ten Thousand and 00/100 ($10,000.00) Dollars, the undersigned, on behalf of itself, its successors, heirs and assigns, does hereby release, except as hereafter stated, the State of Oregon, acting by and through its Transportation Commission, Department of Transportation, Highway Division, and Morrow County, both municipal corporations, their agents, successors and assigns, from any and all liability for claims made by undersigned against said entities in that certain lawsuit captioned:

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EUCON CORPORATION, a corporation,	)	
Plaintiff,	)	No. 145 752
v.	)	
STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a municipal corporation, CHEVRON USA, INC., a corporation,	)	
Defendants.	)	

In further consideration of the aforesaid payment, undersigned shall dismiss, as to the parties released hereby, with prejudice and without costs the above captioned lawsuit.

Neither this Release nor the dismissal shall in any way prejudice plaintiff's claims in the above captioned litigation against Chevron USA, Inc. and undersigned expressly reserves all rights against Chevron USA, Inc. in the above lawsuit.

The Oregon State Highway Division and Morrow County expressly agree to make available to undersigned, without costs, all records and documents not subject to privilege, and all witnesses as may be necessary, to assist undersigned in pursuing its claims against Chevron USA, Inc.

DATED this _____ day of _____, 1984.

EUCON CORPORATION

BY_____

Title_____

9434

2184

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

Case No. 145,752

EUCON CORPORATION, a corporation,

Plaintiff,

v.

STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a municipal corporation, CHEVRON, USA, INC., a corporation,

Defendants.

DEFENDANT STATE OF OREGON'S RESPONSE TO CHEVRON USA'S REQUEST FOR PRODUCTION OF DOCUMENTS

Defendant State of Oregon responds to Chevron USA's Request for Production as follows:

REQUEST 1: All test reports for asphalt sold by Chevron USA, Inc. (Chevron), from which samples were taken by the State from May 15 through June 30, 1982.

RESPONSE: State of Oregon objects and is unable to respond to this request to Chevron USA's failure to respond to Request No. 7 of defendant State of Oregon's Request for Production of Documents.

To the extent that defendant State of Oregon is able to reasonably identify test reports, copies are included as Exhibit 1. However, due to Chevron's disingenuous response to Request No. 7, no verification can be made of the completeness of this response.

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

REQUEST NO. 2: All test reports for asphalt sold by Chevron and used on OSHD Contract No. 9434, samples of which were taken by or on behalf of the State of Oregon between May 15 and June 30, 1982, including but not limited to the samples and test results which gave rise to the State's assertion of non-compliance against plaintiff in this lawsuit.

RESPONSE: Test reports are attached as Exhibit 2.

REQUEST NO. 3: All documents concerning, commenting on, or relating to the effect of anti-stripping additives on asphalt.

RESPONSE: Respondent objects to this request on the grounds that it is vague, overbroad and not reasonably limited and that compliance with it would be unduly burdensome.

REQUEST NO. 4: All correspondence between the State of Oregon and any other person or company concerning asphalt used on OCHD Contract No. 9434.

RESPONSE: Defendant objects to this request to the extent that it seeks information not subject to production because of the attorney-client, work product and preparation for litigation privileges and exceptions to discovery. The state's correspondence with Eucon is provided herewith as Exhibit 3.

REQUEST NO. 5: All documents relating to, concerning or commenting on the reason for the proposed change by the State of Oregon in its 1984 specifications for asphaltic materials to pro-

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

vide asphalt cement "shall meet the following requirements before and after the addition of a required antistripping additive and at the time of use when tested in accordance with the methods hereinafter enumerated."

RESPONSE: Defendant objects to this request as irrelevant and not reasonably calculated to produce evidence admissible in this litigation.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

William F. Cloran

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant State
100 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

☐ Tax Court
☐ Supreme Court
☒ Circuit Court
☐ District Court
☐ U.S. District Court

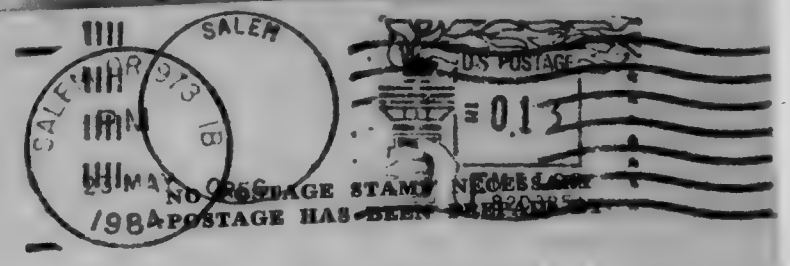
Re: Eucon
v. State
Case No. 145,752
Our File No.
Response to Chevron's Req. for Prod.
(Title of Document)

☐ Signed 5-22, 1984
☐ Filed 5-22, 1984
By Judge

(Clerk's Sig.)

SP*58280-137

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400



DEPARTMENT OF JUSTICE
100 Justice Building
Salem, Oregon 97310

RECEIVED
MAY 24 1984
D. S. N. DEPT OF JUSTICE
SALEM, OREGON

ATTN: W. F. Cleaver

Form 21-FHe-2000

Progress Record

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Chevron AR-4000-W 0.2% Pave Bond Sp.

Project Umatilla-Hermiston

Highway Umatilla-Stanfield

Contractor Baker Redi-Mix No. 9359

Submitted by W.C. Ferguson

Source of material Chevron

Sampled or inspected at Plant To be used Class "B" AC

Sampled or inspected by L. Lewter Date sampled 5-21-82 Quantity represented 275.77

Laboratory No. 82 5294

Data Sheet No. 64704

Prefix 30-1080

Laboratory charge 168.00

Date received 5-27-82

Date reported 6/04/82

FA Proj. HES-18(3)

Sample No. 15 Complete Test

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . . . °F.

T 44 Solubility in CHCl: CCl, . . 99.17 %

T 49 Penetration at 77° F./39.2°F. 95/25 cm/100

Penetration ratio 39.2% F/77° F. 26

T240 Paving Asphalt RTF (c) Residue 1.19 % Loss

T201 Viscosity, Kinem. at 275°F. . 456 C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . 3640 p.

T 49 Penetration at 77° F. . . . 46 cm/100

% of orig. Penetration . . . 48

T 51 Ductility at 77° F. . . . . 100+ cm.
45° F 12

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . . . . sec.

T 59 Sieve test . . . . . %

T 59 Residue by distillation to 500° F. . . . . %

T 59 Oil distillate in . . . . . %

T 49 Penetration of Res. at 77° F. cm/100

T 44 Solubility in CHCl: CCl, ... %

T 51 Ductility at 77° F. . . . . cm.

T170 ORIGINAL [redacted] Asphalt

T201 Viscosity, Kinem. at 275°F. . 265 C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . . 1167 p.

T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . 495° F

T201 Viscosity, Kinem. at 140°F. . . . . C.s.

T 78 Distillation (%of total distillate to 680° F.):

To 374° F. . . . . %

To 437° F. . . . . %

To 500° F. . . . . %

To 600° F. . . . . %

Residue from distillation to 680° F.

Volume, % by difference . . . . . %

Water . . . . . %

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100

T 44 Solubility in CHCl: CCl, ... %

T 51 Ductility at 77° F. . . . . cm.

M190 Pipe Coating (Bituminous)

T 44 Solubility in CHCl: CCl, ... %

T 49 Penetration at 77° F. cm/100

T 47 Loss on heating at 325° F. . . . . %

T 49 Penetration of Res. at 77° F. . . . . % of orig.

REPORT TO:

- [x] [x] F.H.W.A.
- [x] [ ] Construction Engineer
- [ ] [ ] Maintenance Engineer
- [ ] [ ] Bridge Engineer
- [ ] [ ] Region Engineer
- [x] [ ] Resident Engineer W. C. Ferguson
- [ ] [ ] District Engineer
- [ ] [ ] Foreman
- [x] [ ] Files
- x V. Moore
- x Baker Redi-Mix

RECOMMENDATION:

Material as represented by this sample [does] [does not] comply with specifications.

EXHIBIT 1

Engineer of Materials

Form 21-731-2004

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

Progress Record

Chevron AR-4000-W

Project N. Jefferson Inter.-N. Albany Inter.

Highway Pacific

Contractor JC Compton Co. No. 9379

Submitted by McDonald

Source of material 5-20-82

Sampled or inspected at Paving Plant To be used

Sampled or inspected by McDonald Date sampled 5-20-82 Quantity represented

Laboratory No. M 5373

Data Sheet No. 23572

Prefix 622-1007

Laboratory charge 168.00

Date received 5-28-82

Date reported 6/04/82

FA Proj. IR-I-5-4(87)235

Class "B" A/C

Sample No. Complete Test

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . .. °F.

T 44 Solubility in CHCl: CCl_4 . . 99.99 %

T 49 Penetration at 77° F/39.2°F . 96/26 cm/100

Penetration ratio 39.2% F/77° F. 27

T240 Paving Asphalt RTF (c) Residue 1.11 % Loss

T201 Viscosity, Kinem. at 275°F. . 433 C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . 3517 p.

T 49 Penetration at 77° F. . . . 47 cm/100

% of orig. Penetration . . . 49

T 51 Ductility at 77° F. . . . . 100+ cm.
45° F 13

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . ..... sec.

T 59 Sieve test . . . . %

T 59 Residue by distillation to 500° F. ..... %

T 59 Oil distillate in . . . . %

T 49 Penetration of Res. at 77° F. cm/100

T 44 Solubility in CHCl: CCl_4 . . .. %

T 51 Ductility at 77° F. . . . . cm.

T170 ORIGINAL ~~Abson Recovery of~~ Asphalt

T201 Viscosity, Kinem. at 275°F. . 261 C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . . 1143 p.

T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . 515 °F

T201 Viscosity, Kinem. at 140°F. . ..... C.s.

T 78 Distillation (%of total distillate to 680° F.):

To 374° F. . . . . %

To 437° F. . . . . %

To 500° F. . . . . %

To 600° F. . . . . %

Residue from distillation to 680° F.

Volume, % by difference ..... %

Water . . . . %

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100

T 44 Solubility in $CHCl: CCl_4$ . . .. %

T 51 Ductility at 77° F. . . . . cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in $CHCl: CCl_4$ . . .. %

T 49 Penetration at 77° F. cm/100

T 47 Loss on heating at 325° F. . . .. %

T 49 Penetration of Res. at 77° F. . ..... % of orig.

REPORT TO:

- [x] F.H.W.A.
- [x] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [ ] Region Engineer
- [x] Resident Engineer D. Nelson
- [ ] District Engineer
- [ ] Foreman
- [x] Files
- x Wm. Fretwell
- x J. C. Compton Co.

RECOMMENDATION:

Material as represented by this sample [does] [~~does not~~] comply with specifications.

Engineer of Materials

Form 81-726-5004

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Chevron AR-4000-W / .2% PBS

Project Umatilla-Hermiston

Highway Umatilla-Stanfield

Contractor Baker Redi-Mix No. 9359

Submitted by W.C. Ferguson

Source of material Chevron

Sampled or inspected at Plant To be used Wearing Surface

Sampled or inspected by L.a. Lester Date sampled 6-1-82 Quantity represented 234.83Ton

Express Record

Laboratory No. R2 5926

Data Sheet No. 64708

Prefix 30-1080

Laboratory charge 168.00

Date received 6-8-82

Date reported 6/14/82

FA Proj. HES-18(3)

Sample No. 7 Complete Test **TEST RESULTS**

Paving Asphalt

T 73 Flash point, closed cup . . . . . °F.

T 44 Solubility in CHCl: CCl_4 . . 99.95 %

T 49 Penetration at 77° F./39.2°F. 50/21 cm/100

Penetration ratio 39.2% F/77° F. 26

T240 Paving Asphalt RTF (c) Residue 1.03 % Loss

T201 Viscosity, Kinem. at 275°F. . 442 C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . 3910 p.

T 49 Penetration at 77° F. . . . 40 cm/100

% of orig. Penetration . . . 50

T 51 Ductility at 77° F. . . . . 100+ cm.

+5° F 15

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . . . . sec.

T 59 Sieve test . . . . . %

T 59 Residue by distillation to 500° F. . . . . %

T 59 Oil distillate in . . . . . %

T 49 Penetration of Res. at 77° F. cm/100

T 44 Solubility in CHCl: CCl_4 . . . . . %

T 51 Ductility at 77° F. . . . . cm.

T170 ~~Abson Recovery of~~ ORIGINAL Asphalt

T201 Viscosity, Kinem. at 275°F. . 274 C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . . 1444 p.

T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . 575°F

T201 Viscosity, Kinem. at 140°F. . . . . C.s.

T 78 Distillation (%of total distillate to 680° F.):

To 374° F. . . . . %

To 437° F. . . . . %

To 500° F. . . . . %

To 600° F. . . . . %

Residue from distillation to 680° F.

Volume, % by difference . . . . . %

Water . . . . . %

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100

T 44 Solubility in CHCl: CCl_4 . . . . . %

T 51 Ductility at 77° F. . . . . cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in CHCl: CCl_4 . . . . . %

T 49 Penetration at 77° F. cm/100

T 47 Loss on heating at 325° F. . . . . %

T 49 Penetration of Res. at 77° F. . . . . % of orig.

REPORT TO:

- X☐ F.H.W.A.
- X☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X☐ Resident Engineer W. C. Ferguson
  Baker Redi-Mix
- ☐ District Engineer
- ☐ Foreman
- X☐ Files
  x V. Moore

RECOMMENDATION:

Material as represented by this sample [does] [~~does not~~] comply with specifications.

Jason C. Jackson

Engineer of Materials

Form 81-730-5004

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Progress Record

Asphalt Chevron AR-4000-W

Project 32nd St. - Crest Motel (Astoria)

Highway Columbia River

Contractor J.C. Compton Co. No. 9420

Submitted by McDonald

Source of material Chevron Oil Co.

Sampled or inspected at Paving Plant To be used Class "C" A/C

Sampled or inspected by McDonald Date sampled 6-3-82 Quantity represented

Laboratory No. R 8170

Data Sheet No. 23573

Prefix 4-1039

Laboratory charge 168.00

Date received 6-11-82

Date reported 6/21/82

FA Proj. F-FR-1(16)

Sample No. R Complete Test

TEST RESULTS

Paving Asphalt

T 73	Flash point, closed cup	°F.
T 44	Solubility in CHCl: CCl₄	99.75 %
T 49	Penetration at 77° F/39.2°F	80/29 cm/100
	Penetration ratio 39.2% F/77° F.	36
T240	Paving Asphalt RTF (c) Residue	0.99 % Loss
T201	Viscosity, Kinem. at 275°F.	450 C.s.
T202	Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac.	3985 p.
T 49	Penetration at 77° F.	41 cm/100
	% of orig. Penetration	51
T 51	Ductility at 77° F. / 45°F	100+ / 2 cm.

Emulsified Asphalt

T 59	Viscosity, S. F. at °F.	sec.
T 59	Sieve test	%
T 59	Residue by distillation to 500° F.	%
T 59	Oil distillate in	%
T 49	Penetration of Res. at 77° F.	cm/100
T 44	Solubility in CHCl: CCl₄	%
T 51	Ductility at 77° F.	cm.

T170 ~~Abson Recovery of~~ (Original) Asphalt

T201	Viscosity, Kinem. at 275°F.	277 C.s.
T202	Viscosity @ 140°F., 30 Cm Hg., Vac.	1429 p.
T 49	Penetration of Res. at 77° F.	cm/100

Liquid Asphalt

T 48	Flash point, open cup	520 °F
T201	Viscosity, Kinem. at 140°F.	C.s.
T 78	Distillation (%of total distillate to 680° F.):	
	To 374° F.	%
	To 437° F.	%
	To 500° F.	%
	To 600° F.	%
	Residue from distillation to 680° F.	
	Volume, % by difference	%
	Water	%

Liquid Asphalt Residue

T 49	Penetration at 77° F.	cm/100
T 44	Solubility in CHCl: CCl₄	%
T 51	Ductility at 77° F.	cm.

M190 Pipe Coating (Bituminous)

T 44	Solubility in CHCl: CCl₄	%
T 49	Penetration at 77° F.	cm/100
T 47	Loss on heating at 325° F.	%
T 49	Penetration of Res. at 77° F.	% of orig.

REPORT TO:

- X ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer
  Chet Anderson
- ☐ District Engineer
- ☐ Foreman
- X ☐ Files
- X J. C. Compton

RECOMMENDATION:

Material as represented by this sample [does] [~~does not~~] comply with specifications.

Gordon C. [illegible]

Engineer of Materials

Form 21-781-3864

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

ASPHALT HR2000W

Project LAB

Highway

Contractor No.

Submitted by CHEVRON

Laboratory No. 82 6223

Data Sheet No. NONE

Prefix 7517

Laboratory charge

Date received 5-27-82

Date reported 6/17/82

Source of material

Sampled or inspected at PORTLAND To be used A/C MIX DESIGNS

Sampled or inspected by CHEVRON Date sampled Quantity represented 12 QT

Sample No. 82-2W (COMPLETE TEST) **TEST RESULTS**

Paving Asphalt

T 73	Flash point, closed cup	°F.
T 44	Solubility in CHCl: CCl_4	99.93 %
T 49	Penetration at 77° F/39.2° F	158/56 cm/100
	Penetration ratio 39.2% F/77° F.	35
T240	Paving Asphalt RTF (c) Residue	1.17 % LOSS
T201	Viscosity, Kinem. at 275°F.	383 C.s.
T202	Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac.	2025 p.
T 49	Penetration at 77° F.	72 cm/100
	% of orig. Penetration	46
T 51	Ductility at 77° F. / 45° F	100+ / 31 cm.

Emulsified Asphalt

T 59	Viscosity, S. F. at °F.	sec.
T 59	Sieve test	%
T 59	Residue by distillation to 500° F.	%
T 59	Oil distillate in	%
T 49	Penetration of Res. at 77° F.	cm/100
T 44	Solubility in CHCl: CCl_4	%
T 51	Ductility at 77° F.	cm.

T170 ~~Abson Recovery of~~ ORIGINAL Asphalt

T201	Viscosity, Kinem. at 275°F.	218 C.s.
T202	Viscosity @ 140°F., 30 Cm Hg., Vac.	580 p.
T 49	Penetration of Res. at 77° F.	cm/100

Liquid Asphalt

T 48	Flash point, open cup	515° F
T201	Viscosity, Kinem. at 140°F.	C.s.
T 78	Distillation (% of total distillate to 680° F.):	
	To 374° F.	%
	To 437° F.	%
	To 500° F.	%
	To 600° F.	%
	Residue from distillation to 680° F.	
	Volume, % by difference	%
	Water	%

Liquid Asphalt Residue

T 49	Penetration at 77° F.	cm/100
T 44	Solubility in CHCl: CCl_4	%
T 51	Ductility at 77° F.	cm.

M190 **Pipe Coating (Bituminous)**

T 44	Solubility in CHCl: CCl_4	%
T 49	Penetration at 77° F.	cm/100
T 47	Loss on heating at 325° F.	%
T 49	Penetration of Res. at 77° F.	% of orig.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x G. Boyle
- x J. Wilson
- x Chevron

RECOMMENDATION:

Material as represented by this sample [does] [~~does not~~] comply with specifications.

John C. Gleason

Engineer of Materials

Form 31-734-2004

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

Progress Record

Liq. Asphalt Chev. AR-4000-W

Project Elk Head Rd. Int.-Rice Hill Int. | Laboratory No. Q 6572

Highway Pacific | Data Sheet No. 23876

Contractor Fabricators Inc. No. 9381 | Prefix 610-1008

Submitted by E. Parker | Laboratory charge 16.00

Source of material Chevron Oil, Portland | Date received 6-17-82

Sampled or inspected at Hot Plant | Date reported 7/07/82

Sampled or inspected by R. Pope | FA Proj. IR-5-3(121)148

Date sampled 6-3-82 | To be used Paving Top Lift Binder

Quantity represented 25,000 Tons

Sample No. 2 Complete Test

TEST RESULTS

Paving Asphalt

T 73	Flash point, closed cup	°F.
T 44	Solubility in CHCl: CCl₄	99.44 %
T 49	Penetration at 77° F/39.2°F	82/22 cm/100
	Penetration ratio 39.2% F/77° F.	27
T240	Paving Asphalt RTF (c) Residue	0.96 % loss
T201	Viscosity, Kinem. at 275°F.	439 C.s.
T202	Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac.	3902 p.
T 49	Penetration at 77° F.	44 cm/100
	% of orig. Penetration	54
T 51	Ductility at 77° F. / 45°F	100+ cm. / 14

Emulsified Asphalt

T 59	Viscosity, S. F. at ..... °F.	sec.
T 59	Sieve test	%
T 59	Residue by distillation to 500° F.	%
T 59	Oil distillate in	%
T 49	Penetration of Res. at 77° F.	cm/100
T 44	Solubility in CHCl: CCl₄	%
T 51	Ductility at 77° F.	cm.

T170 Asbestos Recovery of Asphalt (ORIGINAL)

T201	Viscosity, Kinem. at 275°F.	281 C.s.
T202	Viscosity @ 140°F., 30 Cm Hg., Vac.	1400 p.
T 49	Penetration of Res. at 77° F.	cm/100

Liquid Asphalt

T 48	Flash point, open cup	515° F
T201	Viscosity, Kinem. at 140°F.	C.s.
T 78	Distillation (% of total distillate to 680° F.):	
	To 374° F.	%
	To 437° F.	%
	To 500° F.	%
	To 600° F.	%
	Residue from distillation to 680° F.	
	Volume, % by difference	%
	Water	%

Liquid Asphalt Residue

T 49	Penetration at 77° F.	cm/100
T 44	Solubility in CHCl: CCl₄	%
T 51	Ductility at 77° F.	cm.

M190 Pipe Coating (Bituminous)

T 44	Solubility in CHCl: CCl₄	%
T 49	Penetration at 77° F.	cm/100
T 47	Loss on heating at 325° F.	%
T 49	Penetration of Res. at 77° F.	% of orig.

REPORT TO:

- X ☑ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer D. Greene
- ☐ District Engineer
- ☐ Foreman
- X ☐ Files
- X E. Parker
- X Fabricators, Inc.

RECOMMENDATION:

Material as represented by this sample [does] [~~does not~~] comply with specifications.

John C. Lenhart

Engineer of Materials

SP*76667-734

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD
Liquid Asphalt
Chevron AR-4000-W 1 .2% P.B.A.

Project Roberts Creek-Dillard Interchange
Highway Pacific
Contractor R.A. Hatch Co. No. 9363
Submitted by E. Parker
Source of material Chevron Oil Co. Portland
Sampled or inspected at Hot Plant To be used Paving
Sampled or inspected by R. Pope Date sampled 6-10-82 Quantity represented All Class "C"

Laboratory No. R 6573
Data Sheet No. 23877
Prefix 610-1006
Laboratory charge 168.00
Date received 6-17-82
Date reported 7/07/82
FA Proj. I-5-2(91)113

Sample No. 1 Complete Test TEST RESULTS Field #5

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.
T 44 Solubility in CHCl: CCl_4 . . 99.26 %
T 49 Penetration at 77° F. / 39.2°F. 77/21 cm/100
Penetration ratio 39.2% F/77° F. 27
T240 Paving Asphalt RTF (c) Residue 1.07 % Loss
T201 Viscosity, Kinem. at 275°F. . 452 C.s.
T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . 4162 p.
T 49 Penetration at 77° F. . . . 41 cm/100
% of orig. Penetration . . . 53
T 51 Ductility at 77° F. . . . . 100+ cm.
45°F 11

Emulsified Asphalt

T 59 Viscosity, S. F. at .....°F. . .....sec.
T 59 Sieve test . . . .%
T 59 Residue by distillation to 500° F. .....%
T 59 Oil distillate in . . . .%
T 49 Penetration of Res. at 77° F. cm/100
T 44 Solubility in CHCl: CCl_4 . . ..%
T 51 Ductility at 77° F. . . . .cm.

T170 ~~Abson Recovery of~~ Original Asphalt

T201 Viscosity, Kinem. at 275°F. . 290 C.s.
T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . . 1476 p.
T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . 495 °F
T201 Viscosity, Kinem. at 140°F. . .....C.s.
T 78 Distillation (%of total distillate to 680° F.):
To 374° F. . . . .%
To 437° F. . . . .%
To 500° F. . . . .%
To 600° F. . . . .%
Residue from distillation to 680° F.
Volume, % by difference .....%
Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100
T 44 Solubility in CHCl: CCl_4 . . ..%
T 51 Ductility at 77° F. . . . .cm.

M190 Pipe Coating (Bituminous)

T 44 Solubility in CHCl: CCl_4 . . ..%
T 49 Penetration at 77° F. cm/100
T 47 Loss on heating at 325° F. . . ..%
T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:
- [x] [x] F.H.W.A.
- [x] [ ] Construction Engineer
- [ ] [ ] Maintenance Engineer
- [ ] [ ] Bridge Engineer
- [ ] [ ] Region Engineer
- [x] [ ] Resident Engineer — Ron Busey
- [ ] [ ] District Engineer
- [ ] [ ] Foreman
- [x] [ ] Files
- x E. Parker
- x R. A. Hatch Co.

RECOMMENDATION:

Material as represented by this sample [does] [~~does not~~] comply with specifications.

Walter C. Jenkins
Engineer of Materials

SP*76667-734

Form 31-734-5064

Press Record

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. Q 6903

Liq. Asphalt Chev. AR-4000-W

Data Sheet No. 23574

Project Newberg-MP 26.0 — Prefix 124-1054

Highway Hillsboro-Silverton — Laboratory charge 161 42

Contractor CC Meisel Co. Inc. No. 9311 — Date received 6-23-82

Submitted by McDonald — Date reported 7/07/82

Source of material Chevron Oil Co. — FA Proj. F-75(7)

Sampled or inspected at Paving Plant — To be used Pavement Class "B" A/C

Sampled or inspected by McDonald — Date sampled 6-22-82 — Quantity represented

Sample No. R Complete Test

TEST RESULTS

Paving Asphalt

T 73	Flash point, closed cup	°F.
T 44	Solubility in CHCl: CCl₄	99.92 %
T 49	Penetration, at 77° F./39.2°F	88/24 cm/100
	Penetration ratio 39.2% F/77° F.	27
T240	Paving Asphalt RTF (c) Residue	1.37 % Loss
T201	Viscosity, Kinem. at 275°F.	455 C.s.
T202	Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac.	4014 p.
T 49	Penetration at 77° F.	41 cm/100
	% of orig. Penetration	47
T 51	Ductility at 77° F. / 45° F	100+ / 10 cm.

Emulsified Asphalt

T 59	Viscosity, S. F. at ..... °F.	sec.
T 59	Sieve test	%
T 59	Residue by distillation to 500° F.	%
T 59	Oil distillate in	%
T 49	Penetration of Res. at 77° F.	cm/100
T 44	Solubility in CHCl: CCl₄	%
T 51	Ductility at 77° F.	cm.

T170 ORIGINAL ~~Abson Recovery of~~ Asphalt

T201	Viscosity, Kinem. at 275°F.	271 C.s.
T202	Viscosity @ 140°F., 30 Cm Hg., Vac.	1279 p.
T 49	Penetration of Res. at 77° F.	cm/100

Liquid Asphalt

T 48	Flash point, open cup	525 °F
T201	Viscosity, Kinem. at 140°F.	C.s.
T 78	Distillation (%of total distillate to 680° F.):	
	To 374° F.	%
	To 437° F.	%
	To 500° F.	%
	To 600° F.	%
	Residue from distillation to 680° F.	
	Volume, % by difference	%
	Water	%

Liquid Asphalt Residue

T 49	Penetration at 77° F.	cm/100
T 44	Solubility in CHCl: CCl₄	%
T 51	Ductility at 77° F.	cm.

M190 Pipe Coating (Bituminous)

T 44	Solubility in CHCl: CCl₄	%
T 49	Penetration at 77° F.	cm/100
T 47	Loss on heating at 325° F.	%
T 49	Penetration of Res. at 77° F.	% of orig.

REPORT TO:

- X ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer — Warren Mueller
- ☐ District Engineer
- ☐ Foreman
- X☐ Files
- x Wm. Fretwell
- x CC Meisel Co.

RECOMMENDATION:

Material as represented by this sample [does] [~~does not~~] comply with specifications.

Esther C Lantman

Engineer of Materials

Form 31-731-2064

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

ASPHALT AR4000W

Laboratory No. 82 6968
Data Sheet No. NONE
Project LAB
Prefix 7517
Highway
Laboratory charge
Contractor No.
Date received 6-24-82
Submitted by CHEVRON
Date reported 7/07/82
Source of material
Sampled or inspected at PORTLAND To be used A/C MIX DESIGNS
Sampled or inspected by CHEVRON Date sampled Quantity represented 240TS

Sample No. 82-4W (COMPLETE TEST) **TEST RESULTS**

Paving Asphalt

T 73	Flash point, closed cup	°F.
T 44	Solubility in CHCl: CCl₄	99.99 %
T 49	Penetration at 77° F./39.2°F.	83/23 cm/100
	Penetration ratio 39.2% F/77° F.	28
T240	Paving Asphalt RTF (c) Residue	1.13 % LOSS
T201	Viscosity, Kinem. at 275°F.	460 C.s.
T202	Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac.	3901 p.
T 49	Penetration at 77° F.	41 cm/100
	% of orig. Penetration	49
T 51	Ductility at 77° F.	100+ cm.
	15° F	11

Emulsified Asphalt

T 59	Viscosity, S. F. at °F.	sec.
T 59	Sieve test	%
T 59	Residue by distillation to 500° F.	%
T 59	Oil distillate in	%
T 49	Penetration of Res. at 77° F.	cm/100
T 44	Solubility in CHCl: CCl₄	%
T 51	Ductility at 77° F.	cm.

T170 ~~Abson Recovery of~~ ORIGINAL Asphalt

T201	Viscosity, Kinem. at 275°F.	290 C.s.
T202	Viscosity @ 140°F., 30 Cm Hg., Vac.	1356 p.
T 49	Penetration of Res. at 77° F.	cm/100

Liquid Asphalt

T 48	Flash point, open cup	560°F
T201	Viscosity, Kinem. at 140°F.	C.s.
T 78	Distillation (%of total distillate to 680° F.):	
	To 374° F.	%
	To 437° F.	%
	To 500° F.	%
	To 600° F.	%
	Residue from distillation to 680° F.	
	Volume, % by difference	%
	Water	%

Liquid Asphalt Residue

T 49	Penetration at 77° F.	cm/100
T 44	Solubility in CHCl: CCl₄	%
T 51	Ductility at 77° F.	cm.

M190 Pipe Coating (Bituminous)

T 44	Solubility in CHCl: CCl₄	%
T 49	Penetration at 77° F.	cm/100
T 47	Loss on heating at 325° F.	%
T 49	Penetration of Res. at 77° F.	% of orig.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Foreman
- X ☐ Files
- X G. Boyle
- X J. Wilson
- X Chevron

RECOMMENDATION:

Material as represented by this sample [does] [~~does not~~] comply with specifications.

Engineer of Materials

SP*76667-734

Form 31-126-8004

Record Sample

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq. Asphalt Chevron AR4000W

Project Reedsport-Dean Creek

Highway Umpqua

Contractor Angell Asphalt & Aggregate No. 9370

Submitted by Elliot Parker

Source of material Chevron Oil Co. (Portland)

Sampled or inspected at Storage Tank Line To be used Class "B" A/C

Sampled or inspected by R. Pope Date sampled 5-28-82 Quantity represented 25-50,000 Tons

Laboratory No. P 7330

Data Sheet No. 23878

Prefix 10-1007

Laboratory charge 168.00

Date received 6-30-82

Date reported 7/07/82

FA Proj. F-20(7)

Sample No. 41 COMPLETE

TEST RESULTS

Paving Asphalt

T 73	Flash point, closed cup	°F.
T 44	Solubility in CHCl: CCl_4	99.97 %
T 49	Penetration at 77° F./39.2°F.	85/27 cm/100
	Penetration ratio 39.2% F/77° F.	32
T240	Paving Asphalt RTF (e) Residue	0.90% Loss
T201	Viscosity, Kinem. at 275°F.	440 C.s.
T202	Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac.	3677 p.
T 49	Penetration at 77° F.	41 cm/100
	% of orig. Penetration	48
T 51	Ductility at 77° F.	100+ cm.
	15° F	13

Emulsified Asphalt

T 59	Viscosity, S. F. at ..... °F.	sec.
T 59	Sieve test	%
T 59	Residue by distillation to 500° F.	%
T 59	Oil distillate in	%
T 49	Penetration of Res. at 77° F.	cm/100
T 44	Solubility in CHCl: CCl_4	%
T 51	Ductility at 77° F.	cm.

T170 ~~Abson Recovery of~~ ORIGINAL Asphalt

T201	Viscosity, Kinem. at 275°F.	275 C.s.
T202	Viscosity @ 140°F., 30 Cm Hg., Vac.	1300 p.
T 49	Penetration of Res. at 77° F.	cm/100

Liquid Asphalt

T 48	Flash point, open cup	555°F
T201	Viscosity, Kinem. at 140°F.	C.s.
T 78	Distillation (%of total distillate to 680° F.):	
	To 374° F.	%
	To 437° F.	%
	To 500° F.	%
	To 600° F.	%
	Residue from distillation to 680° F.	
	Volume, % by difference	%
	Water	%

Liquid Asphalt Residue

T 49	Penetration at 77° F.	cm/100
T 44	Solubility in CHCl: CCl_4	%
T 51	Ductility at 77° F.	cm.

M190 Pipe Coating (Bituminous)

T 44	Solubility in CHCl: CCl_4	%
T 49	Penetration at 77° F.	cm/100
T 47	Loss on heating at 325° F.	%
T 49	Penetration of Res. at 77° F.	% of orig.

REPORT TO:

- [x] F.H.W.A.
- [x] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [ ] Region Engineer
- [x] Resident Engineer
  E. H. Jones
- [ ] District Engineer
- [ ] Foreman
- [x] Files
- x E. Parker
- x Angell Asph. & Agg.

RECOMMENDATION:

Material as represented by this sample [does] [~~does not~~] comply with specifications.

John C. Jenkins

Engineer of Materials

Form 81-734-3004

OREGON ST/ HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq. Asphalt Chevron AR-4000-W

Laboratory No. 82 7407
Data Sheet No. 27218
Project Newberg-MP 26.0
Prefix 124-1054
Highway Hillsboro - Silverton
Laboratory charge
Contractor CC Meisel Co. Inc. No. 9311
Date received 7-1-82
Submitted by McDonald
Date reported 7/20/82
Source of material Chevron Oil Co.
FA Proj. F-75(7)
Sampled or inspected at Paving Plant To be used Class "B" A/C
Sampled or inspected by McDonald Date sampled 6-28-82 Quantity represented

Sample No. R Complete

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.
T 44 Solubility in CHCl: CCl_4 . . ..%
T 49 Penetration at 77° F./ cm/100
Penetration ratio 39.2% F/77° F. .....
T240 Paving Asphalt RTF (c) Residue
T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration at 77° F. cm/100
% of orig. Penetration . . . .
T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.
T 59 Sieve test . . . .%
T 59 Residue by distillation to 500° F. .....%
T 59 Oil distillate in . . . .%
T 49 Penetration of Res. at 77° F. cm/100
T 44 Solubility in CHCl: CCl_4 . . ..%
T 51 Ductility at 77° F. . . . .cm.

T170 **Abson Recovery of Asphalt**

T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . .°F.
T201 Viscosity, Kinem. at 140°F. . .....C.s.
T 78 Distillation (%of total distillate to 680° F.):
To 374° F. . . . .%
To 437° F. . . . .%
To 500° F. . . . .%
To 600° F. . . . .%
Residue from distillation to 680° F.
Volume, % by difference .....%
Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100
T 44 Solubility in CHCl: CCl_4 . . ..%
T 51 Ductility at 77° F. . . . .cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in CHCl: CCl_4 . . ..%
T 49 Penetration at 77° F. cm/100
T 47 Loss on heating at 325° F. . . ..%
T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:
X ☐ F.H.W.A.
X ☐ Construction Engineer
☐ Maintenance Engineer
☐ Bridge Engineer
☐ Region Engineer
X ☐ Resident Engineer
Warren Mueller
☐ District Engineer
☐ Foreman
X ☐ Files
X Wm. Fretwell
X C. C. Meisel Co.

RECOMMENDATION:

Material as represented by this sample [does] [~~does not~~] comply with specifications.

Engineer of Materials

SP°76667-734

Form 81-704-3064

Progress Record

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 82 7606

Chevron AR2000W Asphalt

Data Sheet No. 29988

Project N. Basin Ave./N. Going St.

Prefix 326-1043

Highway FAU 9930 & 9926

Laboratory charge 168.00

Contractor Cascade Const. Co. No. 9380

Date received 7-6-82

Submitted by C.E. Eshelman

Date reported 7/21/82

Source of material Chevron Asphalt Co.

FA Proj. IX-9926(7)

Sampled or inspected at Storage at A/C Plant To be used "B" Mix & "C" Mix

Sampled or inspected by D. Vessey Date sampled 6-29-82 Quantity represented 38.87 Tons

Sample No. #1 Progress #2 Field Complete Test

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ....°F.

T 44 Solubility in CHCl: CCl, . . 99.71 %

T 49 Penetration at 77° F./39.2°F . 170/59 cm/100

Penetration ratio 39.2% F/77° F. .35

T240 Paving Asphalt RTF (c) Residue 0.4 % Loss

T201 Viscosity, Kinem. at 275°F. . 393 C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . 2-03 p.

T 49 Penetration at 77° F. . . . 77 cm/100

% of orig. Penetration . . . 45

T 51 Ductility at 77° F. . . . . 150+ cm.
45° F 57

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . ....sec.

T 59 Sieve test . . . .%

T 59 Residue by distillation to 500° F. ....%

T 59 Oil distillate in . . . .%

T 49 Penetration of Res. at 77° F. cm/100

T 44 Solubility in CHCl: CCl, ...%

T 51 Ductility at 77° F. . . . .cm.

T170 ~~Abson Recovery of~~ ORIGINAL Asphalt

T201 Viscosity, Kinem. at 275°F. . 222 C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . . 584 p.

T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . .°F.

T201 Viscosity, Kinem. at 140°F. . ....C.s.

T 78 Distillation (%of total distillate to 680° F.):

To 374° F. . . . .%

To 437° F. . . . .%

To 500° F. . . . .%

To 600° F. . . . .%

Residue from distillation to 680° F.

Volume, % by difference ....%

Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100

T 44 Solubility in CHCl: CCl, ...%

T 51 Ductility at 77° F. . . . .cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in CHCl: CCl, ...%

T 49 Penetration at 77° F. cm/100

T 47 Loss on heating at 325° F. . . ....%

T 49 Penetration of Res. at 77° F. . ....% of orig.

Test results indicate a change in asphalt source or crude from that supplied for Mix Designs in January, April & June with Residue penetrations of 57, 62 & 72 or original penetrations of 112, 113 & 158.

REPORT TO:

- x ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer
  Dave Jones
- ☐ District Engineer
- ☐ Foreman
- x☐ Files
- x Chevron
- x C. Eshelman
- x Cascade Const.

RECOMMENDATION:

Material as represented by this sample [does] [~~does not~~] comply with specifications. – AR2000W,

Engineer of Materials

SP*76667-734

FORM 61-726-5004

Proof as Record

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq. Asphalt Chev. AR4000W

Project Juniper Canyon Rd.-Lexington/Echo Hwy.

Highway FAS B564 (Bombing Range Rd.)

Contractor Bucon Corp. of Idaho No. 9434

Submitted by B.D. Johnson

Source of material Chevron Oil Co.

Sampled or inspected at Job Site To be used Class "B" A/C

Sampled or inspected by R.W. Alexander Date sampled 6-9-82 Quantity represented

Laboratory No. 82-6440

Data Sheet No. 26131

Prefix 525-1073

Laboratory charge 16.80

Date received 6-16-82

Date reported 6/23/82

FA Proj. RS-B564(3)

Sample No. 1 Complete Test

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . . . °F.

T 44 Solubility in CHCl: CCl_4 . . 99.89 %

T 49 Penetration at 77° F/39.2° F. 70/20 cm/100

Penetration ratio 39.2% F/77° F. 29

T240 Paving Asphalt RTF (e) Residue 1.31 % Loss

T201 Viscosity, Kinem. at 275°F. . 500 C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . 5367 p.

T 49 Penetration at 77° F. . . . 33 cm/100

% of orig. Penetration . . . 47

T 51 Ductility at 77° F. . . . . 100+ cm.

45° F 13

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . . . . sec.

T 59 Sieve test . . . . . %

T 59 Residue by distillation to 500° F. . . . . %

T 59 Oil distillate in . . . . . %

T 49 Penetration of Res. at 77° F. cm/100

T 44 Solubility in CHCl: CCl_4 . . . . . %

T 51 Ductility at 77° F. . . . . cm.

T170 ~~Abson Recovery of~~ ORIGINAL Asphalt

T201 Viscosity, Kinem. at 275°F. . 267 C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . . 1448 p.

T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . 530° F

T201 Viscosity, Kinem. at 140°F. . . . . C.s.

T 78 Distillation (% of total distillate to 680° F.):

To 374° F. . . . . %

To 437° F. . . . . %

To 500° F. . . . . %

To 600° F. . . . . %

Residue from distillation to 680° F.

Volume, % by difference . . . . %

Water . . . . . %

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100

T 44 Solubility in CHCl: CCl_4 . . . . . %

T 51 Ductility at 77° F. . . . . cm.

M190 Pipe Coating (Bituminous)

T 44 Solubility in CHCl: CCl_4 . . . . . %

T 49 Penetration at 77° F. cm/100

T 47 Loss on heating at 325° F. . . . . %

T 49 Penetration of Res. at 77° F. . . . % of orig.

REPORT TO:

- X ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer B. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- X ☐ Files
- X Chevron
- X V. Moore

RECOMMENDATION: FAS 564 Residue PEN and Abs. Vis. Residue Viscosity

Material as represented by this sample [~~does~~] [does not] comply with specifications.

EXHIBIT 2

Engineer of Materials

Form 31-734-2004

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

Laboratory No. 82 7743

Chev. AR4000W / .8% Pave Bond Spc.

Data Sheet No. 26133-A

Project Juniper Canyon Rd. - Lexington/Echo Hwy. Prefix 525-1073

Highway FAS B564 (Bombing Range Rd.) Laboratory charge 71.00

Contractor Eucon Corp. of Idaho No. 9434 Date received 7-8-82

Submitted by B.D. Johnson Date reported 7/14/82

Source of material Chevron FA Proj. RS-B564(3)

Sampled or inspected at Job Site To be used Pavement Base & Top

Sampled or inspected by R. Alexander Date sampled 6-7-82 Quantity represented ALL

Sample No. 1

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.

T 44 Solubility in CHCl: CCl. . . ..%

T 49 Penetration at 77° F. . . . 76 cm/100

Penetration ratio 39.2% F/77° F. .....

T240 Paving Asphalt RTF (c) Residue

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . 4339 p.

T 49 Penetration at 77° F. cm/100

% of orig. Penetration . . . .

T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.

T 59 Sieve test . . . .%

T 59 Residue by distillation to 500° F. .....%

T 59 Oil distillate in . . . .%

T 49 Penetration of Res. at 77° F. cm/100

T 44 Solubility in CHCl: CCl. . . ..%

T 51 Ductility at 77° F. . . . .cm.

T170 **Abson Recovery of Asphalt**

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.

T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . 450° 0= .....°F.

T201 Viscosity, Kinem. at 140°F. . .....C.s.

T 78 Distillation (%of total distillate to 680° F.):

To 374° F. . . . .%

To 437° F. . . . .%

To 500° F. . . . .%

To 600° F. . . . .%

Residue from distillation to 680° F.

Volume, % by difference .....%

Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100

T 44 Solubility in CHCl: CCl. . . ..%

T 51 Ductility at 77° F. . . . .cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in CHCl: CCl. . . ..%

T 49 Penetration at 77° F. cm/100

T 47 Loss on heating at 325° F. . . ..%

T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer

B. D. Johnson

- ☐ District Engineer
- ☐ Foreman
- X☐ Files

x V. Moore

x Eucon Corp. of ID

RECOMMENDATION:

Material as represented by this sample [does] [~~does not~~] comply with specifications.

Engineer of Materials

SP*78667-734

Form 21-734-3004

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Chev. AR4000W / .3% Pave Bond Spc.

Laboratory No. R 7744

Project Juniper Canyon Rd. - Lexington/Echo Hwy.

Data Sheet No. 26133-B

Highway FAS B564 (Bombing Range Rd.)

Prefix 525-1073

Contractor Eucon Corp. of Idaho No. 9434

Laboratory charge 71.00

Submitted by B.D. Johnson

Date received 7-8-82

Source of material Chevron

Date reported 7/14/82

Sampled or inspected at Job Site To be used Pavement Base & Top

FA Proj. RS-B564(3)

Sampled or inspected by R. Alexander Date sampled 6-8-82 Quantity represented

Sample No. 5

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . . . °F.

T 44 Solubility in CHCl: CCl_4 . . . %

T 49 Penetration at 77° F. . . . 77 cm/100

Penetration ratio 39.2% F/77° F.

T240 Paving Asphalt RTF (c) Residue

T201 Viscosity, Kinem. at 275°F. . . . C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . 4272 p.

T 49 Penetration at 77° F. . . . cm/100

% of orig. Penetration . . . .

T 51 Ductility at 77° F. . . . . cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . . . sec.

T 59 Sieve test . . . . . %

T 59 Residue by distillation to 500° F. %

T 59 Oil distillate in . . . . . %

T 49 Penetration of Res. at 77° F. . . . cm/100

T 44 Solubility in CHCl: CCl_4 . . . %

T 51 Ductility at 77° F. . . . . cm.

T170 Abson Recovery of Asphalt

T201 Viscosity, Kinem. at 275°F. . . . C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . . p.

T 49 Penetration of Res. at 77° F. . . . cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . 450 + °F

T201 Viscosity, Kinem. at 140°F. . . . C.s.

T 78 Distillation (%of total distillate to 680° F.):

To 374° F. . . . . %

To 437° F. . . . . %

To 500° F. . . . . %

To 600° F. . . . . %

Residue from distillation to 680° F.

Volume, % by difference %

Water . . . . . %

Liquid Asphalt Residue

T 49 Penetration at 77° F. . . . cm/100

T 44 Solubility in CHCl: CCl_4 . . . %

T 51 Ductility at 77° F. . . . cm.

M190 Pipe Coating (Bituminous)

T 44 Solubility in CHCl: CCl_4 . . . %

T 49 Penetration at 77° F. . . . cm/100

T 47 Loss on heating at 325° F. . . . %

T 49 Penetration of Res. at 77° F. . . % of orig.

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer

B. D. Johnson

- ☐ District Engineer
- ☐ Foreman
- x ☐ Files

x V. Moore

x Eucon Corp. of ID

RECOMMENDATION:

Material as represented by this sample [does] [[redacted]] comply with specifications.

Engineer of Materials

Form 31-726-2004

Progress Record

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 82 7745

Chev. AR4000W / .3% Pave Bond Spc.

Data Sheet No. 26133-C

Project Juniper Canyon Rd. - Lexington/Echo Hwy. Prefix 525-1073

Highway FAS B564 (Bombing Range Rd.) Laboratory charge 168.00

Contractor Eucon Corp. of Idaho No. 9434 Date received 7-8-82

Submitted by B.D. Johnson Date reported 7/21/82

Source of material Chevron FA Proj. RS-B564(3)

Sampled or inspected at Job Site To be used Pavement Base & Top

Sampled or inspected by R. Alexander Date sampled 6-9-82 Quantity represented

Sample No. 6A Complete Test Backup **TEST RESULTS**

Paving Asphalt

T 73	Flash point, closed cup	°F.
T 44	Solubility in CHCl: CCl₄	99.89 %
T 49	Penetration at 77° F./39.2°F	74/24 cm/100
	Penetration ratio 39.2% F/77° F.	32
T240	Paving Asphalt RTF (c) Residue	1.14 % Loss
T201	Viscosity, Kinem. at 275°F.	451 C.s.
T202	Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac.	4323 p.
T 49	Penetration at 77° F.	39 cm/100
	% of orig. Penetration	53
T 51	Ductility at 77° F. / 45° F	100+ / 11 cm.

Emulsified Asphalt

T 59	Viscosity, S. F. at °F.	sec.
T 59	Sieve test	%
T 59	Residue by distillation to 500° F.	%
T 59	Oil distillate in	%
T 49	Penetration of Res. at 77° F.	cm/100
T 44	Solubility in CHCl: CCl₄	%
T 51	Ductility at 77° F.	cm.

T170 ORIGINAL ~~Abson Recovery of~~ Asphalt

T201	Viscosity, Kinem. at 275°F.	283 C.s.
T202	Viscosity @ 140°F., 30 Cm Hg., Vac.	1454 p.
T 49	Penetration of Res. at 77° F.	cm/100

Liquid Asphalt

T 48	Flash point, open cup	545 °F
T201	Viscosity, Kinem. at 140°F.	C.s.
T 78	Distillation (%of total distillate to 680° F.):	
	To 374° F.	%
	To 437° F.	%
	To 500° F.	%
	To 600° F.	%
	Residue from distillation to 680° F.	
	Volume, % by difference	%
	Water	%

Liquid Asphalt Residue

T 49	Penetration at 77° F.	cm/100
T 44	Solubility in CHCl: CCl₄	%
T 51	Ductility at 77° F.	cm.

M190 Pipe Coating (Bituminous)

T 44	Solubility in CHCl: CCl₄	%
T 49	Penetration at 77° F.	cm/100
T 47	Loss on heating at 325° F.	%
T 49	Penetration of Res. at 77° F.	% of orig.

REPORT TO:

- X ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer B. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- X ☐ Files
- X Chevron
- X V. Moore
- X Eucon Corp. of ID

RECOMMENDATION: PENETRATION LOW

Material as represented by this sample [~~does~~] [does not] comply with specifications.

Engineer of Materials

Form 81-704-5564

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Chev. AR4000W / .3% Pave Bond Spc.

Laboratory No. 82 7746

Project Juniper Canyon Rd. - Lexington/Echo Hwy.

Data Sheet No. 26133-D

Highway FAS B564 (Bombing Range Rd.)

Prefix 525-1073

Contractor Eucon Corp. of Idaho No. 9434

Laboratory charge 71.00

Submitted by B.D. Johnson

Date received 7-8-82

Source of material Chevron

Date reported 7/14/82

Sampled or inspected at Job Site To be used Pavement Base & Top

FA Proj. RS-B564(3)

Sampled or inspected by R. Alexander Date sampled 6-11-82 Quantity represented

Sample No. 10

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.

T 44 Solubility in CHCl: CCl, ...%

T 49 Penetration at 77° F. . . . 76 cm/100

Penetration ratio 39.2% F/77° F. .....

T240 Paving Asphalt RTF (c) Residue

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . 4339 p.

T 49 Penetration at 77° F. cm/100

% of orig. Penetration . . . .

T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.

T 59 Sieve test . . . .%

T 59 Residue by distillation to 500° F. .....%

T 59 Oil distillate in . . . .%

T 49 Penetration of Res. at 77° F. cm/100

T 44 Solubility in CHCl: CCl_4 . . ..%

T 51 Ductility at 77° F. . . . .cm.

T170 Abson Recovery of Asphalt

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.

T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . 450+ °F

T201 Viscosity, Kinem. at 140°F. . .....C.s.

T 78 Distillation (%of total distillate to 680° F.):

To 374° F. . . . .%

To 437° F. . . . .%

To 500° F. . . . .%

To 600° F. . . . .%

Residue from distillation to 680° F.

Volume, % by difference .....%

Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100

T 44 Solubility in CHCl: CCl_4 . . ..%

T 51 Ductility at 77° F. . . . .cm.

M190 Pipe Coating (Bituminous)

T 44 Solubility in CHCl: CCl_4 . . ..%

T 49 Penetration at 77° F. cm/100

T 47 Loss on heating at 325° F. . . ..%

T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer R. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x V. Moore
- x Eucon Corp. of ID

RECOMMENDATION:

Material as represented by this sample [does] [~~does not~~] comply with specifications.

Engineer of Materials

Form 11-234-2864

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. R2 7747

Chev. AR4000W / .3% Pave Bond Spc.

Data Sheet No. 26133 - E

Project Juniper Canyon Rd. - Lexington/Echo Hwy. Prefix 525-1073

Highway FAS B564 (Bombing Range Rd.) Laboratory charge 71.00

Contractor Bacon Corp. of Idaho No. 9434 Date received 7-8-82

Submitted by B.D. Johnson Date reported 7/14/82

Source of material Chevron FA Proj. RS-B564(3)

Sampled or inspected at Job Site To be used Pavement Base & Top

Sampled or inspected by R. Alexander Date sampled 6-14-82 Quantity represented

Sample No. 15

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.

T 44 Solubility in CHCl: CCl. . . ..%

T 49 Penetration at 77° F. . . . 79 cm/100

Penetration ratio 39.2% F/77° F. .....

T240 **Paving Asphalt RTF (c) Residue**

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . 3639 p.

T 49 Penetration at 77° F. cm/100

% of orig. Penetration . . . .

T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.

T 59 Sieve test . . . .%

T 59 Residue by distillation to 500° F. .....%

T 59 Oil distillate in . . . .%

T 49 Penetration of Res. at 77° F. cm/100

T 44 Solubility in CHCl: CCl. . . ..%

T 51 Ductility at 77° F. . . . .cm.

T170 **Abson Recovery of Asphalt**

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.

T 49 Penetration of Res. at 77° F. cm/100

.....

.....

Liquid Asphalt

T 48 Flash point, open cup . . . 450+ °F

T201 Viscosity, Kinem. at 140°F. . .....C.s.

T 78 Distillation (%of total distillate to 680° F.):

To 374° F. . . . .%

To 437° F. . . . .%

To 500° F. . . . .%

To 600° F. . . . .%

Residue from distillation to 680° F.

Volume, % by difference .....%

Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100

T 44 Solubility in CHCl: CCl. . . ..%

T 51 Ductility at 77° F. . . . .cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in CHCl: CCl. . . ..%

T 49 Penetration at 77° F. cm/100

T 47 Loss on heating at 325° F. . . ..%

T 49 Penetration of Res. at 77° F. . .....% of orig.

.....

.....

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x V. Moore
- x Eucon Corp. of ID

RECOMMENDATION:

Material as represented by this sample [does] [does not] comply with specifications.

Engineer of Materials

Form 21-734-2004

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq Asphalt Chevron AR-4000-W
W .2% Paving Bond Spec.

Laboratory No. 814968
Data Sheet No. 18072
Prefix 525-1073
Laboratory charge 69.00
Date received 10-29-82
Date reported 11/04/82
FA Proj. RS-B564(3)

Project Juniper Canyon Rd.-Lexington/Echo Hwy.
Highway FAS B564 (Bombing Range Rd.)
Contractor Eucon Corp. of Idaho No. 9434
Submitted by B.D. Johnson
Source of material Chevron Oil Co.
Sampled or inspected at Plant Site To be used Class "B" A/C
Sampled or inspected by R.W. Alexander Date sampled 6-9-82 Quantity represented

Sample No. 3A BACKUP TO #82-6440 **TEST RESULTS**

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.
T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. . . . 82 cm/100
Penetration ratio 39.2% F/77° F. .....
T240 **Paving Asphalt RTF (c) Residue**
T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration at 77° F. . . . 37 cm/100
% of orig. Penetration . . . 45
T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.
T 59 Sieve test . . . .%
T 59 Residue by distillation to 500° F. .....%
T 59 Oil distillate in . . . .%
T 49 Penetration of Res. at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ..%
T 51 Ductility at 77° F. . . . .cm.

T170 **Abson Recovery of Asphalt**

T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . .%
T201 Viscosity, Kinem. at 140°F. . .....C.s.
T 78 Distillation (%of total distillate to 680° F.):
To 374° F. . . . .%
To 437° F. . . . .%
To 500° F. . . . .%
To 600° F. . . . .%
Residue from distillation to 680° F.
Volume, % by difference .....%
Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ..%
T 51 Ductility at 77° F. . . . .cm.
M190 **Pipe Coating (Bituminous)**
T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. cm/100
T 47 Loss on heating at 325° F. . . ..%
T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:
- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x Chevron
- x V. Moore
- x Eucon Corp.

RECOMMENDATION: FAILS RESIDUE PENETRATION

Material as represented by this sample [~~does~~] [does not] comply with specifications.

Engineer of Materials

Form 31-734-0864

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

Liq Asphalt Chevron AR-4000-W
W 1.2% Paving Bond Spec.

Laboratory No. 8214969

Project Juniper Canyon Rd.-Lexington/Echo Hwy.

Data Sheet No. 18072

Highway FAS B564 (Bombing Range Rd.)

Prefix 525-1073

Contractor Eucon Corp. of Idaho No. 9434

Laboratory charge 69.00

Submitted by B.D. Johnson

Date received 10-29-82

Source of material Chevron Oil Co.

Date reported 11/04/82

FA Proj. RS-B564(3)

Sampled or inspected at Plant Site To be used Class "B" A/C

Sampled or inspected by R.W. Alexander Date sampled 6-10-82 Quantity represented

Sample No. 6 BACKUP TO #82-7745 **TEST RESULTS**

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.

T 44 Solubility in CHCl: CCl. . . ..%

T 49 Penetration at 77° F. . . . 73 cm/100

Penetration ratio 39.2% F/77° F. .....

T240 **Paving Asphalt RTF (c) Residue**

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . .p.

T 49 Penetration at 77° F. . . . 36 cm/100

% of orig. Penetration . . . 49

T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.

T 59 Sieve test . . . .%

T 59 Residue by distillation to 500° F. .....%

T 59 Oil distillate in . . . .%

T 49 Penetration of Res. at 77° F. cm/100

T 44 Solubility in CHCl: CCl. . . ..%

T 51 Ductility at 77° F. . . . .cm.

T170 **Abson Recovery of Asphalt**

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.

T 49 Penetration of Res. at 77° F. cm/100

.....

.....

Liquid Asphalt

T 48 Flash point, open cup . . . .%

T201 Viscosity, Kinem. at 140°F. . .....C.s.

T 78 Distillation (%of total distillate to 680° F.):

To 374° F. . . . .%

To 437° F. . . . .%

To 500° F. . . . .%

To 600° F. . . . .%

Residue from distillation to 680° F.

Volume, % by difference .....%

Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100

T 44 Solubility in CHCl: CCl. . . ..%

T 51 Ductility at 77° F. . . . .cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in CHCl: CCl. . . ..%

T 49 Penetration at 77° F. cm/100

T 47 Loss on heating at 325° F. . . ..%

T 49 Penetration of Res. at 77° F. . .....% of orig.

.....

.....

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x Chevron
- x V. Moore
- Eucon Corp.

RECOMMENDATION: FAILED RESIDUE PENETRATION

Material as represented by this sample [~~does~~] [does not] comply with specifications.

Form 11-301-2004

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq Asphalt, Chevron AR-4000W
W/ 0.2% Pave Bond

Project: Juniper Canyon Rd.-Lexington/Echo Hwy.
Highway: FAS B564 (Bombing Range Rd.)
Contractor: Eucon Corp. of Idaho No. 9434
Submitted by: B.D. Johnson
Source of material: Chevron
Sampled or inspected at: Plant Site To be used: Pavement Class "B" A/C
Sampled or inspected by: R.W. Alexander Date sampled: 6-7-82 Quantity represented: 455

Laboratory No. 815633
Data Sheet No. 18073
Prefix 525-1073
Laboratory charge 11%
Date received 11-12-82
Date reported 11/22/82
FA Proj. RS-B564(3)

Sample No. 1A

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.
T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. . . . 75 cm/100
Penetration ratio 39.2% F/77° F. .....
T240 Paving Asphalt RTF (c) Residue
T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration at 77° F. . . . 39 cm/100
% of orig. Penetration . . . 52
T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.
T 59 Sieve test . . . .%
T 59 Residue by distillation to 500° F. .....%
T 59 Oil distillate in . . . .%
T 49 Penetration of Res. at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ..%
T 51 Ductility at 77° F. . . . .cm.

T170 Abson Recovery of Asphalt

T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . .%
T201 Viscosity, Kinem. at 140°F. . .....C.s.
T 78 Distillation (% of total distillate to 680° F.):
To 374° F. . . . .%
To 437° F. . . . .%
To 500° F. . . . .%
To 600° F. . . . .%
Residue from distillation to 680° F.
Volume, % by difference .....%
Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ..%
T 51 Ductility at 77° F. . . . .cm.

M190 Pipe Coating (Bituminous)

T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. cm/100
T 47 Loss on heating at 325° F. . . ..%
T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:
- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer
  B. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- X ☐ Files
- X V. Moore
- X Chevron
- X Eucon Corp. of ID

RECOMMENDATION: FAIL RESIDUE PENETRATION

Material as represented by this sample [~~does~~] [does not] comply with specifications.

Engineer of Materials

Form 01-590-5064

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq Asphalt, Chevron AR-4000W
W/ 0.2% Pave Bond

Project: Juniper Canyon Rd.-Lexington/Echo Hwy.
Highway: FAS B564 (Bombing Range Rd.)
Contractor: Eucon Corp. of Idaho — No. 9434
Submitted by: B.D. Johnson
Source of material: Chevron
Sampled or inspected at: Plant Site — To be used: Pavement Class "B" A/C
Sampled or inspected by: R.W. Alexander — Date sampled: 6-9-82 — Quantity represented: 455

Laboratory No. 8215634
Data Sheet No. 18073
Prefix 525-1073
Laboratory charge 11.00
Date received 11-12-82
Date reported 11/22/82
FA Proj. RS-B564(3)

Sample No. 5A

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . . . °F.
T 44 Solubility in CHCl: CCl, . . . %
T 49 Penetration at 77° F. . . . 77 cm/100
Penetration ratio 39.2% F/77° F.
T240 Paving Asphalt RTF (s) Residue
T201 Viscosity, Kinem. at 275°F. . . C.s.
T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . p.
T 49 Penetration at 77° F. . . . 38 cm/100
% of orig. Penetration . . . 49
T 51 Ductility at 77° F. . . . . cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . . . sec.
T 59 Sieve test . . . . . %
T 59 Residue by distillation to 500° F. . . %
T 59 Oil distillate in . . . . . %
T 49 Penetration of Res. at 77° F. . . cm/100
T 44 Solubility in CHCl: CCl, . . . %
T 51 Ductility at 77° F. . . . . cm.

T170 **Abson Recovery of Asphalt**

T201 Viscosity, Kinem. at 275°F. . . C.s.
T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . . p.
T 49 Penetration of Res. at 77° F. . . cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . . %
T201 Viscosity, Kinem. at 140°F. . . C.s.
T 78 Distillation (% of total distillate to 680° F.):
To 374° F. . . . . %
To 437° F. . . . . %
To 500° F. . . . . %
To 600° F. . . . . %

Residue from distillation to 680° F.
Volume, % by difference . . . %
Water . . . . . %

Liquid Asphalt Residue

T 49 Penetration at 77° F. . . . cm/100
T 44 Solubility in CHCl: CCl, . . . %
T 51 Ductility at 77° F. . . . cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in CHCl: CCl, . . . %
T 49 Penetration at 77° F. . . cm/100
T 47 Loss on heating at 325° F. . . . %
T 49 Penetration of Res. at 77° F. . % of orig.

REPORT TO:
- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer
  B. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x V. Moore
- x Chevron
- x Eucon Corp. of ID

RECOMMENDATION: FAILS Residue PENETRATION

Material as represented by this sample [does] [does not] comply with specifications.

Engineer of Materials

GPO 788-87-734

Form 66-734-0004

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq Asphalt, Chevron AR-4000W
W/ 0.2% Pave Bond

Laboratory No. 8215635
Data Sheet No. 18073
Prefix 525-1073
Laboratory charge 71.00
Date received 11-12-82
Date reported 11/22/82
FA Proj. RS-B564(3)

Project Juniper Canyon Rd.-Lexington/Echo Hwy.
Highway FAS B564 (Bombing Range Rd.)
Contractor Eucon Corp. of Idaho No. 9434
Submitted by B.D. Johnson
Source of material Chevron
Sampled or inspected at Plant Site To be used Pavement Class "B" A/C
Sampled or inspected by R.W. Alexander Date sampled 6-10-82 Quantity represented 455

Sample No.

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.
T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. . . . 77 cm/100
Penetration ratio 39.2% F/77° F. .....
T240 Paving Asphalt RTF (c) Residue
T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration at 77° F. . . . 39 cm/100
% of orig. Penetration . . . 51
T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.
T 59 Sieve test . . . .%
T 59 Residue by distillation to 500° F. .....%
T 59 Oil distillate in . . . .%
T 49 Penetration of Res. at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ..%
T 51 Ductility at 77° F. . . . .cm.

T170 Abson Recovery of Asphalt

T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . .%
T201 Viscosity, Kinem. at 140°F. . .....C.s.
T 78 Distillation (%of total distillate to 680° F.):
To 374° F. . . . .%
To 437° F. . . . .%
To 500° F. . . . .%
To 600° F. . . . .%
Residue from distillation to 680° F.
Volume, % by difference .....%
Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ..%
T 51 Ductility at 77° F. . . . .cm.

M190 Pipe Coating (Bituminous)

T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. cm/100
T 47 Loss on heating at 325° F. . . ..%
T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:
- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer
  R. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x V. Moore
- x Chevron
- x Eucon Corp. of ID

RECOMMENDATION: Fails Residue Penetration

Material as represented by this sample [does] [does not] comply with specifications.

Engineer of Materials

Form 31-701-0004

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq Asphalt, Chevron AR-4000W
W/ 0.2% Pave Bond

Laboratory No. 8215636
Date Sheet No. 18073
Prefix 525-1073
Laboratory charge 7.00
Date received 11-12-82
Date reported 11/22/82
FA Proj. RS-B564(3)

Project Juniper Canyon Rd.-Lexington/Echo Hwy.
Highway FAS B564 (Bombing Range Rd.)
Contractor Eucon Corp. of Idaho No. 9434
Submitted by B.D. Johnson
Source of material Chevron
Sampled or inspected at Plant Site To be used Pavement Class "B" A/C
Sampled or inspected by R.W. Alexander Date sampled 6-11-82 Quantity represented 455

Sample No. 15-A

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.
T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. . . . 79 cm/100
Penetration ratio 39.2% F/77° F. .....
T240 Paving Asphalt RTF (c) Residue
T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration at 77° F. . . . 39 cm/100
% of orig. Penetration . . . 49
T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.
T 59 Sieve test . . . .%
T 59 Residue by distillation to 500° F. .....%
T 59 Oil distillate in . . . .%
T 49 Penetration of Res. at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ..%
T 51 Ductility at 77° F. . . . .cm.

T170 Abson Recovery of Asphalt

T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . .%
T201 Viscosity, Kinem. at 140°F. . .....C.s.
T 78 Distillation (%of total distillate to 680° F.):
To 374° F. . . . .%
To 437° F. . . . .%
To 500° F. . . . .%
To 600° F. . . . .%
Residue from distillation to 680° F.
Volume, % by difference .....%
Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ..%
T 51 Ductility at 77° F. . . . .cm.

M190 Pipe Coating (Bituminous)

T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. cm/100
T 47 Loss on heating at 325° F. . . ..%
T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:
- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer
  B. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x V. Moore
- x Chevron
- x Eucon Corp. of ID

RECOMMENDATION: FAILS RESIDUE PENETRATION

Material as represented by this sample [~~does~~] [does not] comply with specifications.

Engineer of Materials

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE	VOUCHER DATE	TOTAL AMOUNT
LUCON CONP OF IDAHO PO BOX 2327 PASCO WA 99302	12-10-82	$ <5,355.65>

CONTRACT NO.	ESTIMATE NO.	APPROVED:
9434	5 F	12 82
PERIOD COVERED: TU 6-18-82		Designated Authority

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, _____ (Name) CERTIFY THAT I AM _____ (Capacity)

FOR _____ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

_____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued. Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

Form 734-1020X (Rev. 8-81)

EXHIBIT 3

CONTRACT # 9434 EST 005

525 1073	201(41)	1	P	15,365.65-	
	GROUP TOTAL CONTRACT ITEMS		P		15,365.65-
	GRAND TOTAL CONTRACT ITEMS				15,365.65-
525 1073	204(41)				

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

HIGHWAY: FAS 8564 (BOMBING RANGE RD)

FEDERAL AID PROJECT NO.: RS-80564003

SECTION: JUNIPER CANYON RD-LEXINGTON/ECHO HWY

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOU
001	1P MOBILIZATION	LUMP SUM	14450.0000	100.000	14450.00	14450
002	1P TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	2920.0000	100.000	2920.00	2920
003	1P TEMPORARY SIGNS	SQ FT	13.5000	185.300	2501.55	2501
004	1P TEMPORARY BARRICADES	EACH	50.0000	2.000	100.00	100
006	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	5000.0000	100.000	5000.00	5000
007	1P GENERAL EXCAVATION	CU YD	1.5500	49,393.100	76559.31	76558
008	1P TRENCH EXCAVATION	CU YD	8.3000	252.050	2092.02	2099
009	1P FINISHING ROADBED AND SLOPES	LUMP SUM	4150.0000	100.000	4150.00	4150
010	1P WATERING	M-GAL	10.0000	1,096.000	10960.00	10960
012	1P 3/4"-0 AGGREGATE BASE	TON	5.7500	7,388.030	42481.17	42516
013	1P CLASS B ASPHALT CONCRETE MIXTURE	TON	12.3500	6,912.500	85369.38	85369
014	1P ASPHALT CEMENT IN MIXTURE	TON	193.0000	454.590	87735.87	87897
015	1P ASPHALT IN TACK COAT	TON	250.0000	3.980	995.00	995
016	1P 12-INCH CULVERT PIPE	LIN FT	9.8000	140.000	1372.00	1372
017	1P 18-INCH CULVERT PIPE	LIN FT	11.5000	200.000	2300.00	2300
019	1P 48-INCH CULVERT PIPE PA 1	LIN FT	35.0000	82.000	2870.00	2870
020	1P 72-INCH CULVERT PIPE PA 1	LIN FT	49.5000	30.000	1485.00	1485
021	1P 24-INCH ARCH TYPE PIPE	LIN FT	15.4000	54.000	831.60	831
022	1P EXTRA FOR ASPHALT APPROACHES	EACH	265.0000	5.000	1325.00	1325
023	1P DELINEATORS TYPE 2	EACH	24.0000	65.000	1560.00	1560
024	1P ROADSIDE SEEDING AND MULCHING	ACRE	1000.0000	6.500	6500.00	6500
	PRICE AGREEMENT ITEMS					
30101	1P AGGREGATE SUBBASE	CU YD	2.2500	14,763.110	33217.00	30062
30102	1P 60-INCH CULVERT PIPE	LIN FT	45.0000	90.000	4050.00	4050
30201	1P EXTRA FOR ASPH W/ANTI- STRIP ADDITIVE	TON	4.5000	452.470	2036.12	2049
	ADJUSTMENT ITEMS					
6001A	1P PRICE REG NON SPEC ASPH CEMENT	LUMP SUM	18303.0000-	100.000	18303.00-	

DATE: 12 09 82 PG. 01 9434

PREVIOUS VOUCHER NO.

CHECKED BY:

ENGINEER OR AUDITOR

TOTAL CONTRACT ITEMS	
% RETAINED ON CONTRACT ITEMS	
FORCE ACCOUNT	
TOTAL PAYMENTS	

WAY DIVISION	HIGHWAY: FAS B564 (BOMBING RANGE RD)	FEDERAL AID PROJECT NO.: RS-B0564003
	SECTION: JUNIPER CANYON RD-LEXINGTON/ECHO HWY	

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ON	LUMP SUM	14450.0000	100.000	14450.00	14450.00	
PROTECTION AND DIR OF TRAFFIC	LUMP SUM	2920.0000	100.000	2920.00	2920.00	
SIGNS	SQ FT	13.5000	185.300	2501.55	2501.55	
BARRICADES	EACH	50.0000	2.000	100.00	100.00	
STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	5000.0000	100.000	5000.00	5000.00	
CAVATION	CU YD	1.5500	49,393.100	76559.31	76558.07	1.24
AVATION	CU YD	8.3000	252.050	2092.02	2099.49	7.47-
ROADBED AND SLOPES	LUMP SUM	4150.0000	100.000	4150.00	4150.00	
	M-GAL	10.0000	1,096.000	10960.00	10960.00	
EGATE BASE	TON	5.7500	7,388.030	42481.17	42516.65	35.48-
PHALT CONCRETE MIXTURE	TON	12.3500	6,912.500	85369.38	85369.38	
ENT IN MIXTURE	TON	193.0000	454.590	87735.87	87897.99	162.12-
TACK COAT	TON	250.0000	3.980	995.00	995.00	
VERT PIPE	LIN FT	9.8000	140.000	1372.00	1372.00	
VERT PIPE	LIN FT	11.5000	200.000	2300.00	2300.00	
VERT PIPE PA 1	LIN FT	35.0000	82.000	2870.00	2870.00	
VERT PIPE PA 1	LIN FT	49.5000	30.000	1485.00	1485.00	
H TYPE PIPE	LIN FT	15.4000	54.000	831.60	831.60	
SPHALT APPROACHES	EACH	265.0000	5.000	1325.00	1325.00	
TYPE 2	EACH	24.0000	65.000	1560.00	1560.00	
EDING AND MULCHING	ACRE	1000.0000	6.500	6500.00	6500.00	
EEMENT ITEMS						
SUBBASE	CU YD	2.2500	14,763.110	33217.00	30062.50	3154.50
VERT PIPE	LIN FT	45.0000	90.000	4050.00	4050.00	
SPH W/ANTI- STRIP ADDITIVE	TON	4.5000	452.470	2036.12	2049.44	13.3[illegible]
NT ITEMS						
NON SPEC ASPH CEMENT	LUMP SUM	18303.0000-	100.000	18303.00-		18303.00-
PG. 01 9434	TOTAL CONTRACT ITEMS					
	% RETAINED ON CONTRACT ITEMS					
	FORCE ACCOUNT					
	TOTAL PAYMENTS					

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

HIGHWAY

FEDERAL AID PROJECT NO.

SECTION

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AM

GROSS RETAINAGE			
TREASURER DEPOSIT			
NET RETAINAGE			
12 09 82 PG. 02 9434	TOTAL CONTRACT ITEMS	374558.02	3899
VOUCHER NO. 05230	% RETAINED ON CONTRACT ITEMS	—0—	10,000.00
CHECKED BY: PG.SC	FORCE ACCOUNT		
ENGINEER OR AUDITOR B JOHNSON	TOTAL PAYMENTS	374,558.02	379,923.0

HWAY DIVISION

HIGHWAY	FEDERAL AID PROJECT NO.
SECTION	

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT

CERTIFICATE OF SERVICE

I hereby certify that on the 22nd day of May, 1984, I served a true copy of the within Response to Chevron USA's Request for Production of documents upon co-defendant Chevron, USA, Inc., by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

James E. Bartels
Attorney at Law
SPEARS, LUBERSKY, CAMPBELL,
BLEDSOE, ANDERSON & YOUNG
800 Pacific Building
Portland, Oregon 97204

William F. Cloran

William F. Cloran
Assistant Attorney General
Attorney for Defendant State
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313
O.S.B. No. 72050

mj

9434

STATE OF OREGON

INTEROFFICE MEMO

TO: William Cloran
Asst. Attorney General

DATE: May 18, 1984

Keith L. Martin

FROM: Keith L. Martin
Contract Claims Coordinator

SUBJECT: Eucon Corp. vs State of Oregon and Chevron
Juniper Canyon Rd.-Lexington/Echo Highway
Contract No. 9434

Enclosed herewith are three sets of the data requested in Chevron's May 3, 1984 request for production. A brief summary of the data enclosed follows:

Item 1. Copies of 12 asphalt test reports for all properties including RTF Residue penetration and 42 check sample test reports which do not include the RTF Residue penetration test.

Item 2. Copies of 12 asphalt test reports for Contract No. 9434 of which 8 include RTF Residue penetration results.

Item 3. Copies of 7 test reports recording the test results of studies evaluating the effect of additives on RTF Residue penetration.

Item 4. I could find no data in our files and none of the people involved knew of any correspondence of the nature requested.

Item 5. The December 23, 1983 letter from James Wilson, Assistant Engineer of Materials, to Steve Macnab, Specifications Engineer, was the only information available related to the decision to revise the 1984 Specifications for Asphalt Material.

KM:cb

Encl.

KM/M27

81-125-1367

Contains Recycled Materials

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.

Vertner
Anderson
Adams
Hamach M
Dondenwyer
Turpin
Trost
Wheeler

RECEIVED
JAN 24 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

January 19, 1984

To All Distributors of Asphalt Paving
Materials Used in Oregon:

Albina Fuel, Portland, OR
Arizona Refining Company, Portland, OR
Cenex - Farmers Union Central Exchange, Inc., Laurel, MT
Chevron USA, Portland, OR
Golden Bear Div., Witco Chemical Co., Inc., Klamath Falls, OR
Huntway Refining Company, Benicia, CA
Idaho Asphalt Supply, Nampa, ID
McCall Oil and Chemical Corporation, Portland, OR
Pester Refining Company, El Dorado, KS
Sound Refining, Inc., Tacoma, WA
Tri-State Oil and Asphalt Sales, Spokane, WA
Trumbull Asphalt, Portland, OR
U.S. Oil and Refining, Tacoma, WA

Enclosed are two copies of the Oregon State Highway Division 1984 Specifications for Asphalt Materials. These specifications are effective on all Oregon State Highway Division contracts and purchase orders advertised after January 1, 1984.

Several changes have been made from the 1983 specifications. Shipping notices must now include the name and location of the initial and final refinery and source of crude for the product. Also, refinery test reports must contain test results for asphalt materials both before and after the addition of any required antistripping additive. Certificate of Compliance for acceptance and general requirements for asphalt cements and liquid asphalt must satisfy specification limits both before and after the addition of a required antistripping additive.

Should you have any questions regarding our specifications or testing, feel free to contact us.

JAMES E. WILSON, JR., PE
Asst. Engineer of Materials

cc: R. A. Bridges, w/enc.
G. J. Beuker, w/enc.
W. E. Schwartz
E. S. Hunter
R. L. Schroeder
C. O. Fredrickson
J. H. Versteeg
Ed Hardt, w/enc.
D. Christensen, w/enc.
J. Gix, w/enc.
D. Allen, w/enc.
B. Hector, w/enc.

734-1839

Form 82-734-3000

OREGON STATE HIGHWAY DIVISION 05
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 83 4370
Data Sheet No. None
Prefix 5801-940
Laboratory charge 2160.00

Project Lab study on effects of additive on Asphalt
Additive Study with Chevron Pave Bond Special
Highway
Contractor No.
Submitted by
Source of Material Chevron, Inc.
Sampled or inspected at To be used
Sampled or inspected by Quantity represented

Date received 4-20-83
Date reported 5-5-83

The data listed below is part of an overall study to determine what effects Chevron's anti-strip agent, Pave Bond Special, has on the AR4000W grade asphalt. Laboratory report #83-4259 contains the results of physical tests run on the original asphalt, with and without PBS, and the corresponding residues obtained from the rolling thin-film test. The data below contains the results of tests performed on the original and residue asphalt mixes after being subjected to the Oregon modified Industrial Asphalt recovery procedure.

Recovered Asphalts

Without Pave Bond Special				With Pave Bond Special (0.3%)		
Original Asphalt:	#1	#2	#3	#1	#2	#3
Penetration	74	75	75	71	69	71
Absolute Viscosity	1553	1529	1544	1542	1591	1610
Kinematic Viscosity	285	287	287	286	293	287
Residue Asphalt from AASHTO T240:						
Penetration	42	40	39	39	38	39
Absolute Viscosity	4136	4218	4493	4488	4630	4707
Kinematic Viscosity	448	465	463	466	467	468

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- x ☐ Files
- x J. Wilson
- x G. Boyle
- x D. Eakin

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

J. L. Wilson

Form 31-730-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Witco H-86 Additive Study

Project Effect of H-86 on Witco AR 2000 Asphalt

Highway

Contractor No.

Submitted by

Source of Material Witco

Sampled or inspected at

Sampled or inspected by

Laboratory No. 83 4371
Data Sheet No. None
Prefix 5801-940
Laboratory charge 2160.00

Date received 4-20-83
Date reported 5-5-83

To be used

Quantity represented

The data below is a continuation of a study to determine what effects Witco's anti-strip agent, H-86, has on its AR 2000 grade asphalt. Laboratory report # 83-4260 contains the results of physical testing of the original asphalt, with and without H-86, and the corresponding residues from the rolling thin-film oven test. The following data is the results of tests performed on the original and residue mixes after being subjected to the Oregon Modified Industrial Asphalt Recovery procedure. The data shows there to be no discernible affects upon adding 0.4% H-86.

Recovered Asphalts

Without H-86				With H-86 (0.4%)		
Original Asphalt:	#1	#2	#3	#1	#2	#3
Penetration	76	75	76	78	80	79
Absolute Viscosity	1196	1202	1193	1172	1176	1180
Kinematic Viscosity	201	201	202	199	200	200
Residue Asphalt from AASHTO T240:						
Penetration	52	51	53	53	54	53
Absolute Viscosity	2103	2038	1994	1976	1997	2005
Kinematic Viscosity	252	253	254	250	250	248

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- x ☐ Files
- x J. Wilson
- x G. Boyle
- x D. Eakin

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Jack Sullivan

Form 31-701-5000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Pave Bond Special Additive Study

Project Effect of PBS on Chevron AR4000W Asphalt

Highway

Contractor No.

Submitted by

Source of Material Chevron, Inc.

Sampled or inspected at To be used

Sampled or inspected by Quantity represented

Laboratory No. 83 4259
Data Sheet No. None
Prefix 5801-940
Laboratory charge 900.00

Date received 4-20-83
Date reported 5-5-83

This study was initiated to determine what effects Chevron's anti-strip additive, Pave Bond Special, has on its AR4000W asphalt. Penetration and viscosities were run on both the original asphalt, with and without PBS, and the corresponding residues after subjecting the asphalt mixes to the Rolling Thin-Film Oven Test. The data obtained indicates some hardening or stiffening occurs upon adding PBS to the original asphalt. For the residues no difference was observed in the penetration results while the viscosities still indicated some increased values. Subsequent tests will include putting the above asphalts through the Oregon modified Industrial Asphalt recovery procedure and again determining through physical testing what continuing effects the additive has.

Without Pave Bond Special				With Pave Bond Special (0.3%)		
Original Asphalt:	#1	#2	#3	#1	#2	#3
Penetration	83	83	83	79	79	79
Absolute Viscosity	1300	1315	1297	1406	1416	1430
Kinematic Viscosity	267	269	268	269	268	266
Residue Asphalt from AASHTO T 240:						
Penetration	41	40	42	42	41	42
Absolute Viscosity	3968	3690	3895	4129	4223	4173
Kinematic Viscosity	441	430	440	449	453	449

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- x ☐ Files
- x J. Wilson
- x G. Boyle
- x D. Eakin

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Jack Sullivan

Form H-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Witco H-86 Additive Study

Project Effect of H-86 on Witco AR 2000 Asphalt

Highway

Contractor No.

Submitted by

Source of Material Witco

Sampled or inspected at

Sampled or inspected by

Laboratory No. 83 4260
Data Sheet No. None
Prefix 5801-940
Laboratory charge 900.00

Date received 4-20-83
Date reported 5-5-83

To be used

Quantity represented

This study was undertaken to determine what effects Witco's anti-strip additive, H-86, has on its AR 2000 grade asphalt. Physical tests were run on the original asphalt, with and without H-86, and the corresponding residues after subjecting the asphalt mixes to the Rolling Thin-Film Oven test. The data obtained indicates very little change takes place. There seems to be some slight softening both in the original and residue but it is almost negligible. Subsequent tests will include putting the above asphalts through the Oregon Modified Industrial Asphalt Recovery procedure and again determine what if any effects the additive has.

Without H-86				With H-86 (0.4%)		
Original Asphalt:	#1	#2	#3	#1	#2	#3
Penetration	78	78	77	78	79	79
Absolute Viscosity	1157	1172	1160	1117	1134	1118
Kinematic Viscosity	200	201	199	196	197	198
Residue Asphalt from AASHTO T 240:						
Penetration	53	53	54	54	54	54
Absolute Viscosity	1979	2000	1900	1859	1894	1944
Kinematic Viscosity	250	251	247	247	250	248

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- x ☐ Files
- x J. Wilson
- x G. Boyle
- x D. Eakin

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Jack L. Sullivan

LABORATORY RECORD

HIGHWAY DIVISION — MATERIALS SECTION

Pave Bond Special Additive Study

Project Lab Investigation

Highway

Contractor **No.**

Submitted by Chevron Inc.

Source of Material Chevron Inc.

Sampled or inspected at **To be used** A/C Mix

Sampled or inspected by **Quantity represented**

Laboratory No. 8317737

Data Sheet No. None

Prefix 5801-940

Laboratory charge 1316 00

Date received

Date reported Nov. 14, 1983

THE FOLLOWING STUDY WAS INITIATED TO DETERMINE WHAT EFFECT THE ANTI-STRIP ADDITIVE, PAVE BOND SPECIAL, HAD ON CHEVRON'S AR 4000W GRADE ASPHALT. THE LEVEL OF ADDITIVE USED IN THIS STUDY WAS 0.5 % BY WEIGHT.

ORIGINAL ASPHALT		PEN	ABS VIS	KIN VIS		PEN	ABS VIS	KIN VIS
WITHOUT PBS :	1)	74	1349	250	WITH PBS : 1)	68	1503	245
	2)	72	1349	250	2)	68	1471	245
	3)	72	1361	250	3)	69	1491	246
	AVG.	72.7	1353	250	AVG	68.3	1488	245
RESIDUE ASPHALT								
WITHOUT PBS :	1)	41	3229	373	WITH PBS : 1)	40	3401	376
	2)	40	3240	376	2)	40	3379	383
	3)	40	3235	376	3)	40	3393	379
	AVG.	40.3	3234	375	AVG.	40	3391	379

AS CAN BE DEDUCED FROM THE ABOVE DATA THE ASPHALT INCREASED BOTH IN HARDNESS AND VISCOSITY IMMEDIATELY UPON ADDITION OF THE ADDITIVE. THIS INCREASE IN VISCOSITY APPEARS TO CONTINUE IN APPROXIMATELY THE SAME DEGREE IN THE ABSOLUTE VISCOSITY EVEN AFTER AGING IN THE ROLLING THIN-FILM OVEN. THE PENETRATION DOESN'T APPEAR TO BE AFFECTED AS MUCH IN THE RESIDUE ASPHALT IN THIS STUDY OTHER STUDIES POINTED TO A ONE PEN DECREASE IN THE AGED RESIDUE WITH THE ADDITION OF THE PAVE BOND SPECIAL.

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer G. Wimer
- X ☐ Project Manager H. N. VanCleave
- ☐ Dist. Maintenance Supervisor
- ☐ Materials, Portland
- ☐ Materials, Eugene
- 2X ☐ Files
- X Dave Glenn
- X Glenn Boyle

Based on the above test results and the relationship between absolute viscosity and penetration values, the effect of the addition of 0.5% Pave Bond Special anti-stripping additive to Chevron AR4000W asphalt is a lowering of 2 penetration units for the asphalt residue after AASHTO T240 RTFC aging.

Jack Sullivan

LABORATORY RECORD
HIGHWAY DIVISION — MATERIALS SECTION

Laboratory No. 8318342
Data Sheet No. None
Prefix 5801-940
Laboratory charge 2000 00
Date received
Date reported 11-21-83

Anti-strip Additive Study

Project Lab Investigation
Highway Juniper Canyon Rd - Lexington / Echo Hwy
Contractor No. 9434
Submitted by
Source of Material Chevron Inc.
Sampled or inspected at To be used
Sampled or inspected by Quantity represented

Below are listed the results of a six month study on the effects of a 0.3% level of Pave Bond Special, an anti-strip agent, on Chevron's AR4000W grade asphalt. Penetration and viscosities were measured on both the original and aged residue of asphalt with and without the anti-strip agent.

		ORIGINAL			RESIDUE		
		KINEMATIC VISCOSITY	ABSOLUTE VISCOSITY	PENETRATION	KINEMATIC VISCOSITY	ABSOLUTE VISCOSITY	PENETRATION
0 week	C4W w/o	242	1305	81	374	3467	39
	C4W w/.3%	244	1397	76	378	3658	39
1 week		238	1303	82	373	3481	42
		242	1397	77	378	3671	42
2 week		243	1289	82	389	3739	37
		252	1440	75	393	4089	35
4 week		241	1317	80	378	3489	40
		241	1372	77	393	3966	39
8 week		245	1350	81	392	3751	39
		246	1448	75	399	3826	39

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Project Manager
- ☐ Dist. Maintenance Supervisor
- ☐ Materials, Portland
- ☐ Materials, Eugene
- x ☒ Files
- x G. Boyle
- x D. Eakin
- x J. Wilson

Based on the above test results and the relationship between absolute viscosity and penetration values, the effect of the addition of 0.3% Pave Bond Special anti-stripping additive to Chevron AR4000W asphalt is a lowering of 1 penetration unit for the asphalt residue after AASHTO T240 RTFC aging.

Jack Sullivan

LABORATORY RECORD
HIGHWAY DIVISION — MATERIALS SECTION

Laboratory No. 8318342
Data Sheet No. None
Prefix 5801-940

Anti-strip Additive Study

Project Lab Investigation — Laboratory charge
Highway
Contractor — No. — Date received
Submitted by — Date reported
Source of Material Chevron Inc.
Sampled or inspected at — To be used
Sampled or inspected by — Quantity represented

16 week	247	1368	76	384	3624	38
	246	1435	72	389	3879	38
24 week	245	1341	78	390	3848	38
	245	1404	74	390	3833	38

As can be determined from the data the asphalt experiences a definite and immediate change upon the addition of the Pave Bond. While the Kinematic viscosity is relatively unchanged the penetration decreases approximately 5 units and the absolute viscosity increases about 100 P. By a means as yet unidentified the asphalt looks to be hardened. A chemical analysis may give some insight as to what is taking place.

After aging in the Rolling thin-film oven for 85 minutes at 163°C the kinematic viscosities remain the same. The absolute viscosities increase to about a 200 poise difference. The penetration values seem to come back in line with another with only a one pen unit difference observed, with the asphalt containing the additive being lower. In most cases the aged residue penetrations were the same with or without the anti-strip agent.

Over the six month study there was little change in either the asphalt with or without the additive. Probably a longer study is needed to fully evaluate any long term effects.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Project Manager
- ☐ Dist. Maintenance Supervisor
- ☐ Materials, Portland
- ☐ Materials, Eugene
- ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Form 8-734-5000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

CHEVRON AR 4000W WITH PAVE BOND SPECIAL

Project ASPHALT Additive STUDY
Highway Evaluation of Effect of Additive Addition on Chevron AR4000W for Juniper Canyon Re-
Contractor Lexington/Echo Hwy Project No. 9434 Paving
Submitted by CHEVRON OIL
Source of Material CHEVRON, USA INC.
Sampled or inspected at PLANT To be used
Sampled or inspected by Quantity represented

Laboratory No. 816297
Data Sheet No. NONE
Prefix 5801-740
Laboratory charge #84C
Date received 11-24-82
Date reported 12/03/82

THIS STUDY WAS UNDERTAKEN TO DETERMINE WHAT IF ANY EFFECT AN ANTI-STRIP ADDITIVE HAS ON THE PENETRATION CHARACTERISTICS OF AN ASPHALT. IN THIS PARTICULAR CASE PAVE BOND SPECIAL WAS ADDED TO A CHEVRON AR4000W GRADE ASPHALT IN TWO CONCENTRATIONS. PENETRATIONS WERE TAKEN ON THE ORIGINAL ASPHALT AND MIXES BOTH BEFORE AND AFTER AGING IN A RTFC OVEN BELOW ARE LISTED THE RESULTS OF THE TESTS.

1ST TRIAL - CHEVRON AR 4000W LAB # 82-15276

% PBS	ORIGINAL PENETRATION	RESIDUE PENETRATION (3 SAMPLES)		
0	77	39	39	39
0.2	75	39	39	39
0.4	73	38	38	37

2ND TRIAL - CHEVRON AR 4000W LAB # 82-15276

0	80	39	39	39
0.2	76	39	39	39
0.4	74	38	40	38

Although the addition of Pave Bond Special Additive to Chevron AR4000W asphalt shows a lowering of penetration of the original or "as delivered" asphalt, the penetration of the RTFO aged asphalt residue is not changed at the 0.2% treatment level and shows a slight lowering at 0.4% treatment level.

REPORT TO:

- x ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- x ☐ Region Engineer R. D. Hector
- x ☐ Resident Engineer B. D. Johnson
- ☐ District Engineer
- x ☐ Files

x J. Wilson
x D. Eakin
x G. Boyle

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

FILE: MAT

STATE OF OREGON

INTEROFFICE MEMO

TO: Steve Macnab
Specifications Engineer

DATE: December 23, 1983

FROM: James E. Wilson, Jr., PE
Asst. Engineer of Materials

SUBJECT: 1984 Specifications for
Asphalt Materials

Fiskess
Anderson
Adams
Macnab
Steudenmeyer
Terpin
Frost
Wakerlie
RECEIVED
DEC 27 1983
ROAD DESIGN SECTION
Do not file
Return to
Initial
Action

Enclosed is a copy of our current specifications for asphalt materials with suggested changes for the 1984 specification written in. The following is a listing of additions and changes.

(1) In (K) of the shipping notices, include the name and location of the initial and final refinery for manufacture of the product. This will indicate possible physical changes in asphalt properties.

(2) In (L) of the shipping notices, include the source of crude from which the product was manufactured. This will indicate possible physical and chemical changes in asphalt properties.

(3) In (1), (2) and (3) of the refinery test reports, include a requirement that test results be provided for both before and after the addition of an antistripping additive when required. This provides test results for asphalt containing additive when used.

(4) In the certificate of compliance, include that the materials satisfy specification requirements, samples tested are representative of the materials shipped . . . . Eliminate "prior to any additive addition". This provides a requirement that asphalt with or without antistripping additives must satisfy specification limits.

(5) In the first sentence of the acceptance of asphalt materials, include the requirement that asphalt must satisfy specification requirements for conditional acceptance. The second sentence should indicate that testing by the State at point of delivery or use on the project site is required. This provides a requirement for acceptance of materials and better defines where State samples will be taken.

(6) In the general requirements for asphalt cements, rapid-curing liquid asphalts and medium-curing liquid asphalts, include a statement that the material shall meet the following requirements before and after the addition of a required antistripping additive and at the time of use. This requires that the asphalt supplier evaluate the effect of additive addition to their products and supply a material that meets requirements when sampled just prior to use.

81-123-1307

cc: J. H. Versteeg
C. T. Keasey
Duane Christensen
Jack Sullivan

5016-900.01

OREGON STATE HIGHWAY DIVISION

1984 ~~1983~~ Specifications for

ASPHALT MATERIALS

(Effective on contracts and purchase orders advertised after January 1, ~~1983~~ 1984)

Materials Covered

These specifications cover asphalt cements, rapid-curing asphalts, medium-curing asphalts, and cationic emulsified asphalts to be used in highway contract work and purchased by the Highway Division under Maintenance purchase orders.

Loading Temperatures

The temperature at which any asphalt cement is to be loaded in tank cars or trucks for shipment to the State or to any contractor for State construction shall not exceed the minimum Flash Point specified for the grade.

Shipping Notices

Shipping notices shall accompany each shipment and shall contain the following information:

(a) Consignee
(b) State contract number or purchase order number
(c) Date of shipment
(d) Type and grade of material
(e) Car initial or number of truck transport
(f) Delivery point or destination
(g) Quantity loaded
(h) Loading temperature
(i) Net quantity in tons
(j) Brand, type and amount (% or p.p.m.) of additive such as antistripping or antifoaming compound blended with asphalt
(k) Name and location of ~~manufacturer or refinery~~ the initial and final refinery for manufacture of the product.
(l) Signature of shipper or authorized representative
(m) Source of crude from which the product was manufactured.

Refinery Test Reports

One copy of the refinery test report shall accompany the shipping notice and shall contain the following data:

(a) Consignee
(b) State contract number or purchase order number
(c) Date of shipment
(d) Type and grade of material
(e) Shipping notice number
(f) Test results as follows:

(1) For AR Graded Asphalt Cements - Flash Point and absolute viscosity and penetration of RTFC residue both before and after the addition of a required antistripping additive.
(2) For AC Graded Asphalt Cements - Flash Point, absolute viscosity and penetration of original asphalt both before and after the addition of a required antistripping additive.
(3) For Liquid Asphalts - Flash Point and kinematic viscosity both before and after the addition of a required antistripping additive.
(4) For Emulsified Asphalts - Percent residue from distillation and penetration of residue.

(g) Signature of refinery's authorized representative

Certificate of Compliance

Each refinery test report shall be accompanied by a certificate stating that the materials tested are representative of the materials shipped ~~prior to any additive addition~~ and that test results are in fact actual test results obtained when tested in conformance with the applicable specifications. The statement shall also include that those additives and only those additives indicated on the shipping notice are contained in the materials shipped. The certificate shall be signed by an authorized representative of the refinery.

Acceptance

Asphalt materials will be conditionally accepted for immediate use upon receipt at the point of delivery of satisfactory refinery test reports and certificates of compliance indicating the material delivered satisfys specification requirements. Final acceptance will be subject to additional sampling and testing by the State at point of delivery or the use on the project site in accordance with the State's standard procedure for sampling and testing. The extent of such additional sampling and testing will be determined by the Project Manager, District Maintenance Supervisor or the Engineer of Materials.

Oregon State Highway Division

STANDARD SPECIFICATIONS FOR ASPHALT MATERIALS

ASPHALT CEMENTS

General Requirements:

The asphalt cement furnished under this specification shall be petroleum asphalt prepared by the refining of crude petroleum. It shall be homogeneous and free from water, and it shall not have been distilled at a temperature high enough to injure by burning or high enough to produce flecks of carbonaceous matter. It shall meet the following requirements when tested in accordance with the methods hereinafter enumerated.

Characteristics	AASHTO Test Methods	Viscosity Grades (Based on residue from Rolling Thin Film Oven Test)				
Tests on RTFO Residue:	T 240[1]	AR-1000	AR-2000	AR-4000	AR-8000	AR-16000
Viscosity, 60°C(140°F), poise	T 202	1000±250	2000±500	4000±1000	8000±2000	16000±4000
Viscosity, 135°C(275°F), Cs-minimum	T 201	140	200	275	400	550
Loss in Weight, % maximum	T 240[1]	1.50	1.00	0.85	0.80	0.75
Penetration, 25°C(77°F) 100 g., 5 sec.-minimum	T 49	65	40	25	20	20
Percent of original pen., 25°C(77°F)-minimum	T 49	--	40	45	50	52
Ductility, 25°C(77°F) 5 cm per min., cm-min.	T 51	100[2]	100[2]	75	75	75
Tests on Original Asphalt:						
Flash Point, PMCT, °F, minimum	T 73	400	425	440	450	460
Solubility in Trichloro-ethylene, % min.	T 44	99.0	99.0	99.0	99.0	99.0

[1] AASHTO T179 (Thin Film Oven Test) may be used, but AASHTO T240 shall be the referee method.
[2] If ductility is less than 100, material will be accepted if ductility at 15.6°C (60°F) is 100.

Alternate A

The following specification may be used as an alternate for furnishing asphalt cements to the State of Oregon based on viscosity graded asphalt cement at 140°F (60°C) on RTFC residue.

Characteristics	AASHTO Test Methods	Viscosity Grades (Based on residue from Rolling Thin Film Oven)		
Tests on RTFO Residue:	T 240[1]	AR2000W	AR4000W	AR8000W
Viscosity, 60°C(140°F), poise	T 202	1500-2500	2500-5000	6000-10,000
Viscosity, 135°C(275°F), Cs-min.	T 201	200	275	400
Penetration, 25°C(77°F) 100 g., 5 sec.-minimum	T 49	50	40	30
Percent of original pen., 25°C(77°F)-minimum	T 49	40	45	50
Ductility, 25°C(77°F), 5 cm per min., cm-min.	T 51	-	-	75
Ductility, 7°C(45°F), 1 cm per min., cm-minimum	WSHD 213A[2]	20	10	-
Tests on Original Asphalt				
Flash Point, COC, °F, Min.	T 48	425	440	450
Solubility in Trichloro-ethylene, % min.	T 44	99.0	99.0	99.0

[1] AASHTO T 179 (Thin Film Oven Test) may be used, but AASHTO T 240 shall be the referee method.
[2] Washington State Highway Department Test Method No. 213A.

Alternate B

AASHTO M 226 Table 1 (Modified)

The following specification may be used as an alternate for furnishing asphalt cements to the State of Oregon based on viscosity graded asphalt cement at 140°F (60°C) on original asphalt.

Characteristics	AASHTO Test	Viscosity Grades (Based on Original Asphalt)			
Tests on Original Asphalt		AC-2.5	AC-5	AC-10	AC-20
Viscosity, 60°C (140°F), poises	T 202	200-300	400-600	800-1200	1600-2400
Penetration, 25°C (77°F), Min.	T 49	210	130	80	50
Viscosity, 135°C (275°F), Cs-min.	T 201	100	130	170	230
Flash Point, COC, °F, Min.	T 48	325	350	425	450
Solubility in Trichloroethylene, % Min.	T 44	99.0	99.0	99.0	99.0
Tests on residue from Rolling Thin-Film Oven	T 240				
Viscosity, 60°C (140°F) poises - maximum	T 202	1000	2000	4000	8000
Ductility, 25°C (77°F) 5 cm per min., cm-minimum	T 51	100[1]	100	75	75

[1] If ductility is less than 100, material will be accepted if ductility at 15.6°C (60°F) is 100 minimum.

Alternate C

The following specification may be used as an alternate for furnishing asphalt cement to the State of Oregon based on penetration graded asphalt cement at 77°F (25°C) on original asphalt.

Characteristics	AASHTO Test Method	Penetration Grades 40-50	60-70	85-100	120-150	200-300
Penetration of original sample at 77°F, 100 g., 5 sec.	T 49	40-50	60-70	85-100	120-150	200-300
Flash Point, Pensky-Martens closed tester, °F, minimum	T 73	460	450	440	425	400
Penetration Ratio $\left[\frac{\text{Pen. } 39.2^{\circ}\text{F, 200 g., 60 sec.}}{\text{Pen. } 77^{\circ}\text{F, 100 g., 5 sec.}}\right]$ x 100 min.	T 49	25	25	25	25	25
Viscosity, Kinematic at 275°F, centistokes,	T 201	240-860	200-650	170-520	140-420	100-300
Solubility in Trichloroethylene, % min.	T 44	99.0	99.0	99.0	99.0	99.0
Thin Film Oven Test:	T 179					
Loss in Weight, % maximum		0.75	0.80	0.85	1.00	1.50
Penetration of Residue (at 77°F, 100 g., 5 sec.), % of orig. pen., minimum	T 49	52	50	47	44	40
Ductility of residue at 77°F, cm., minimum	T 51	50	50	75	75	75

RAPID-CURING LIQUID ASPHALTS

General Requirements: ~~Tester~~ before and after the addition of a required anti-stripping additive and at the time of use.

The rapid-curing liquid asphalts furnished under this specification shall meet the following requirements ~~which conform to~~ The requirements of AASHTO M 81 modified as to Flash Point, when tested in accordance with the methods hereinafter enumerated. → Conform to

	AASHTO Test Method	RC-70	RC-250	RC-800	RC-3000
Flash Point, Cleveland Open Cup, °F, minimum	T 48	80	80	80	80
Kinematic Viscosity at 140°F, centistokes	T 201	70-140	250-500	800-1600	3000-6000
Water, % maximum	T 55	0.2	0.2	0.2	0.2
Distillation, % of total distillate to 680°F:	T 78				
To 374°F, % minimum		10	-	-	-
To 437°F, % minimum		50	35	15	-
To 500°F, % minimum		70	60	45	25
To 600°F, % minimum		85	80	75	70
Residue from distillation to 680°F:	T 78				
Volume % by difference, min.		55	65	75	80
Tests on residue from distillation:					
Absolute viscosity at 140°F, poises	T 202	600-2400	600-2400	600-2400	600-2400
Ductility at 77°F, cm., min.	T 51	100	100	100	100
Solubility in Trichloroethylene, % min.	T 44	99.0	99.0	99.0	99.0

MEDIUM-CURING LIQUID ASPHALTS

General Requirements: ~~Tests~~ before and after the addition of a required antistripping additive and at the time of use.

The medium-curing liquid asphalts furnished under this specification shall meet the following requirements, ~~which conform to~~ The requirements of AASHTO M 82 modified as to Flash Point, when tested in accordance with the methods hereinafter enumerated. conform to

	AASHTO Test Method	MC-70	MC-250	MC-800	MC-3000
Flash Point, Cleveland Open Cup, °F, minimum	T 48	100	150	150	150
Kinematic Viscosity at 140°F, centistokes	T 201	70-140	250-500	800-1600	3000-6000
Water, % maximum	T 55	0.2	0.2	0.2	0.2
Distillation, % of total distillate to 680°F:	T 78				
To 437°F, %		0-20	0-10	-	-
To 500°F, %		20-60	15-55	0-35	0-15
To 600°F, %		65-90	60-87	45-80	15-75
Residue from distillation to 680°F: Volume % by difference, minimum	T 78	55	67	75	80
Tests on residue from distillation:					
Absolute viscosity at 140°F, poises	T 202	300-1200	300-1200	300-1200	300-1200
Ductility at 77°F, cm., min.*	T 51	100	100	100	100
Solubility in Trichloroethylene, % min.	T 44	99.0	99.0	99.0	99.0

*If the ductility at 77°F is less than 100, the material will be acceptable if its ductility at 60°F is more than 100.

CATIONIC EMULSIFIED ASPHALTS

General Requirement:

The cationic emulsified asphalts furnished under this specification shall be an emulsion of asphalt cement, water and an emulsifying agent. The emulsified asphalt shall be homogeneous. It shall show no separation of asphalt after thorough mixing within 30 days after delivery. It shall meet the following requirements when tested in accordance with AASHTO Method T 59.

Type	Rapid Setting				Medium Setting						Slow Setting			
Grade	CRS-1		CRS-2		CMS-2S		CMS-2		CMS-2h		CSS-1		CSS-1h	
	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
Test on Emulsions:														
Viscosity SSF @ 77°F. sec.											20	100	20	100
Viscosity SSF @ 122°F. sec.	20	100	100	400	50	450	50	450	50	450				
Settlement 5 days, %(a)		5		5		5		5		5		5		5
Storage Stability Test 1 day (b)		1		1		1		1		1		1		1
Demulsibility 35 ml. 0.8% sodium dioctyl sulfosuccinate, %(c)	40		40											
Coating ability & water resistance:														
Coating, dry aggregate					Good		Good		Good					
Coating, after spraying					Fair		Fair		Fair					
Coating, wet aggregate					Fair		Fair		Fair					
Coating, after spraying					Fair		Fair		Fair					
Particle charge test	Positive		Positive		Positive		Positive		Positive		Positive(e)		Positive(e)	
Sieve test, %		0.10		0.10		0.10		0.10		0.10		0.10		0.10
Cement mixing test, %												2.0		2.0
Classification test	Passes		Passes											
Distillation:														
Oil distillate by vol. of emulsion %		3		3		20		12		12				
Residue, %	60		65		60		65		65		57		57	
Tests on residue from distillation test:	(d)		(d)											
Penetration, 77°F.	100	250	100	250	100	250	100	250	40	90	100	250	40	90
Ductility, 77°F., 5 cm/min., cm.	40		40		40		40		40		40		40	
Solubility in Trichloroethylene, %	97.5		97.5		97.5		97.5		97.5		97.5		97.5	

(a) The test requirement for settlement may be waived when the emulsified asphalt is used in less than 5 days time; or the purchaser may require that the settlement test be run from the time the sample is received until it is used, if the elapsed time is less than 5 days.

(b) The 24-hour (1 day) storage stability test may be used instead of the 5 day settlement test.

(c) The demulsibility test shall be made within 30 days from date of shipment.

(d) A harder base asphalt meeting current paving asphalt specifications may be specified with the provision that the test requirements on the Residue from Distillation be waived.

(e) Must meet a pH requirement of 6.7 maximum (AASHTO T 200 pH of Aqueous Solutions with the Glass Electrode) if the Particle Charge Test result is inconclusive.

I Admit

II Admit

III Substantially correct. The actual designation is Juniper Canyon Rd. - Lexington/Echo Highway section of FAS 8564 (Bombing Range Rd.). I have attached ~~sh~~ page 1 from the special provisions which ~~lists the Items~~ describes the work to be done.

IV Admit.

Section 403.12 of the special provisions (page 34) authorizes the addition of ~~additives~~ anti-stripping additives as determined by the engineer.

Section 403.91 of the special provisions (page 42) designated payment at actual invoice costs with no markup

The preliminary bituminous mixture design (Bus. No. 02-5307) required ~~the~~ 0.3% pave bond special a/a an additive.

Price Agreement #2 was ~~issued~~ initialed for payment for the additive @ $ 4.30/ton of ~~AC mix placed~~

liquid ~~AC~~ asphalt furnished.

V. No knowledge

~~VI~~. Deny

The liquid A.C. furnished was not in ~~compliance~~ full compliance with the contract requirements. The test result summary also indicates that ~~part~~ some of the A.C. mixture was out of specification on liquid Asphalt content and aggregate gradation. The project was accepted as ~~fair~~ being in substantial compliance with less than 15% non spec.

~~VII~~ Admit

~~VIII~~ Admit deduction as a result of out of spec A.C. Deny furnished by Chevron. ~~Furnished~~ No contract with Chevron furnished by plaintiff.

~~A~~ Could de... additional ele... considered...

Admit anti-strip additive was added at state, direction in accordance with contract.

I.X. We can't know if plaintiff is uncertain or not.

Deny that cause of deficiency is not plaintiffs plaintiff had contract to furnish spec material. Not Chevron

X. Deny.

Interest start 30 days after submittal of claim still no claim.

Mitten Richards

CONSTRUCTION DEPARTMENT
RECEIVED

RS-B564(3)
525-1073

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON

CONTRACT AND BOND
FOR
HIGHWAY CONSTRUCTION

COUNTY MORROW

HIGHWAY FAS B564 (BOMBING RANGE RD.)

SECTION JUNIPER CANYON RD.-LEXINGTON/ECHO HIGHWAY

KIND OF WORK GRADING & PAVING

CONTRACT NO. 9434

CONTRACTOR Eucon Corporation of Idaho

DATE OF AWARD FEB 22 1982

SPECIFIED COMPLETION: 210 CALENDAR DAYS

START

SPECIAL PROVISIONS

Juniper Canyon Rd. - Lexington/Echo Hwy. Sec.
Grading and Paving

WORK TO BE DONE

The work to be done under this contract consists of the following work on the Juniper Canyon Rd. - Lexington/Echo Highway Section of FAS B564 (Bombing Range Rd.) in Morrow County ending approximately 9.7 miles northeasterly of Lexington.

1. Construction of roadbed, aggregate base, and asphalt concrete pavement.

2. Installation of culvert pipe and roadside delineators.

3. Performance of such additional and incidental work as is called for by the specifications and plans.

APPLICABLE STANDARD SPECIFICATIONS

The Standard Specifications which are applicable to the work on this project are the 1974 edition of the "Standard Specifications for Highway Construction".

All number reference in these special provisions shall be understood to refer to the Section or subsection of the Standard Specifications bearing like numbers.

SECTION 102 - BIDDING REQUIREMENTS AND CONDITIONS

102.01 Prequalification of Bidders - Delete this subsection of the Standard Specifications and substitute the following:

102.01 Prequalification of Bidders - Chapter 771, 1975 Oregon Laws, repealed ORS 279.010 to 279.028, inclusive. ORS 279.039 provides that a public contracting agency may adopt a rule requiring mandatory prequalification on forms prescribed by the Public Contract Review Board. Pursuant to rules adopted by the Transportation Commission, bids for this project will be received only from bidders who are currently prequalified with the Commission under the provisions of ORS 279.039 and rules and regulations adopted pursuant thereto on forms furnished by the Transportation Commission.

SECTION 403 - ASPHALT CONCRETE PAVEMENT

Asphalt concrete pavement shall be constructed in conformance with Section 403 of the Standard Specifications supplemented and/or modified as follows:

Delete subsections 403.11 and 403.12 of the Standard Specifications and add the following new subsections 403.11, 403.12, 403.13, 403.14, 403.15, 403.16 and 403.17.

403.11 Classes of Asphalt Concrete and Proportions of Materials - This specification provides for the following class of asphalt concrete.

Sieve Size Passing	Class "B" Percentages of Total Aggregate (by weight)
1"	100
3/4"	95-100
1/2"	81-93
1/4"	52-72
No. 10	21-41
No. 40	8-24
No. 200	2-7
Asphalt Cement	4-8*

*Percent of total mix (by weight).

403.12 Asphalt Cement and Additives - The asphalt cement shall be either AR-2000, AR-4000 or AR-8000 viscosity graded asphalt as designated by the engineer, with the understanding that any one of the grades is to be used at such times and under such conditions as determined by the engineer.

Antistripping additives required for strength retention shall be added to the mix as determined by the engineer.

Asphalt cement and antistripping additives shall meet the applicable requirements of Section 702 of the Standard Specifications. The use of silicones as an additive to asphalt cement will not be permitted.

by means of a paving machine except in small incidental areas as determined by the engineer where a blade grader or other suitable equipment may be permitted. It is estimated that approximately 550 tons of the quantity of asphalt concrete mixture shown in the Bid Schedule will be used in the leveling work.

403.39 Drying, Heating and Separating Aggregates into Designated Sizes - Delete the provisions of this subsection of the Standard Specifications and substitute the following:

The requirements of subsection 401.39 shall apply except that the last two paragraphs are not applicable to bituminous mixing plants without screens. The temperature to which aggregates are to be heated shall not exceed 325°F.

403.40 Heating Bituminous Cement - Delete the last paragraph of this subsection in the Standard Specifications and substitute the following:

The temperature of the asphalt cement upon entry into the mixture shall not exceed 325°F.

403.43 Hauling, Spreading, Finishing and Temperature Control - Contrary to the provisions of subsection 401.43 the temperature of the mixture at the time it is spread into final position shall be as designated by the engineer within the 240°F to 300°F range.

The moisture content of the mixture at the time it is spread into final position shall not exceed one percent.

The intermingling of asphalt concrete mixtures produced from more than one job mix formula is prohibited. Each strip of asphalt concrete pavement placed for a base course during a working shift shall conform to a single job mix formula established for the class of asphalt concrete specified. All asphalt concrete pavement placed as a wearing surface shall conform to a single job mix formula established for the class of asphalt concrete specified.

403.91 General - Antistripping additives will be paid for at the contractor's actual documented costs with no percentage allowance or mark-up allowed.

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Hig[illegible]ay Division
Materials Section

Laboratory No. [illegible]
Data Sheet No. 6262-61
Prel[illegible] 25-107
Amount Charge [illegible]
Date Received 5/[illegible]/82
Date Reported 6/08/82

Project—Juniper Canyon Rd-Lexington Fe[illegible]
Contractor: Prime—Eugene Construction Co.
Paving— " " " Contract No.—1434 Fed. Aid No.—RS-F[illegible]
Engineer: Region—R. Hector Resident—Bobby Johnson
Mix Type Class—"B"

AGGREGATE GRADATION: Source—Pit Rt of Sta. 222 #25-29-5 Type—Gravel

Aggregate Size	3/4-1/4	1/4-0	1/4-0 Adjusted				Combined Dry Sieve	Agg Grad Extracted
% Comb.	36		64					
1"	100							
3/4	99.6						100	100
1/2	71.8						90	90
3/8		100	100				75	75
1/4	6.2	97.7	89.7				60	60
10	0.8	49.2	43.8				29	29
40	0.6	18.5	16.5				11	12
200 (Dry)	0.4	9.0	8.0				5.2	6.0
200 (Wet)								
No. Ave.	9	8						

TEST DATA: Asphalt Brand/Grade—Chevron AR4000W #82-4931 Additive—Pave-Bond SP.

Percent Asphalt (total mix)	5.0	5.5	6.0	6.5	7.0
Asphalt Film	Suff.	Suff+	Suff-Th	Thick	V. Thick
Sp. Gr. @ 1st Comp. (T-246)	2.33	2.35	2.37	2.39	2.40
Percent Voids @ 1st Comp.	7.7	6.2	4.8	3.2	2.4
Stability @ 1st Comp. (T-247)	32	31	36	36	27
Sp. Gr. @ 2nd Comp.	2.40	2.42	2.44	2.46	2.46
Percent Voids @ 2nd Comp.	4.9	3.4	2.0	0.3	0.1
Stability @ 2nd Comp.	41	46	44	43	25
Max. Sp. Gr. (T-209)	2.524	2.505	2.489	2.483	2.477
Index Ret. Str. (T-165) Chevron AR4000W #82-4931	29		56		71
Index Ret. Str. (T-165) " " " +0.5% Pave-Bond	94		96		100+
Index Ret. Str. (T-165)					

RECOMMENDATIONS:

Aggregate Gradation		Asphalt Content		Sp. Gr. @ 100% Comp.	Design Voids @ 100% Comp.
1"		Wearing course—	6.0	2.44	2.0
3/4	100	Base course—	6.5	2.46	0.3
1/2	87	Shoulder course—	6.5	2.46	0.3
3/8	75	PMBB—			
1/4	60	Asphalt:			
10	29	Brand—	Chevron	Mix Placement Temp—	270 °F
40	12	Grade—	AR4000W	Retention (5.0) -	0.3
200	5.0	Additive—	0.3% Pave Bond Special		

Comments:
Recommend Chevron AR-4000W Treated with 0.3% Pave Bond special anti strip additive. To satisfy 70% minimum TSR.

x Const.
x FHWA
Reg. Engr.
x Res. Engr. B. D. Johnson
Dist. Engr.
x Region Geo. V. Moore
xx Files
x Nelson-Deppe

Engineer of Materials

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

OREGON STATE HIGHWAY DIVISION

1/20

P

Project Name Juniper Canyon Road - Lexington/Echo Highway **Date** July 6, 1982

Highway FAS B564 (Bombing Range Road) **Contract No.** 9434

County Morrow **Prefix** 525-1073

Contractor Eucon Corporation of Idaho **F. A. Project No.** RS-B564(6)

Address P. O. Box 2327, Tri Cities, Washington 99302 **Price Agreement No.** 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Contractor to furnish 0.3% Pave Bond additive as required by mix design for the subject project.

Locations by station numbers:

Entire project

Names of pay items, estimated quantities and agreed prices:

Pave Bond Additive	455.43 ton @ $4.50/Ton	$ 2,049.44

Specifications, basis of measurement and other provisions:

Price is as per invoices from supplier (Chevron). (Invoices attached)
Quantity paid on liquid asphalt cement used for this project. (Inventory attached)
Materials to conform to Section 403.91 of the contract Special Provisions.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$471,970.06
Present estimate of project cost, including $2,049.44 for work under this order	$471,970.06
Expected under-run / over-run (amount)	$ -0-
Expected under-run / over-run (per cent)	-0-

Space to right of this line is for use of Salem Office

Submitted by: Bobby D. Johnson
BOBBY D. JOHNSON, PROJECT MANAGER

Signed X Donald C. Wilson
EUCON CORPORATION OF IDAHO
Contractor

Approval Recommended: .....
Division Engineer

Approval Recommended: 7/21/82 Raymond Roe
Construction Engineer or Bridge Engineer

Approved: William Lindsey
Deputy State Highway Engineer
Assistant State Highway Engineer or Office Engineer

NOTED
O. O. Christensen
7/29/82

SP770858-734
Form 734-1169 (Rev. 3-79)

MORROW COUNTY
Donald Brown

9454

I hereby certify that the within instrument is a full, true and correct copy of the original and of the whole thereof.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EUCON CORPORATION, a corporation, Plaintiff, v. STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a municipal corporation, CHEVRON, U.S.A., INC., a corporation, Defendants.	No. 145 752 MOTION TO RE-SET TRIAL

Defendant Chevron U.S.A., Inc. moves the court for an Order re-setting this case for trial at a later date. The matter is now set for trial June 22, 1984. The parties have engaged in some discovery, but because of scheduling conflicts are not able to complete discovery by said date.

This case was filed December 1983. This is the first trial setting. This is the first request for re-setting. Counsel for all parties concur in this request. Attached hereto as Exhibit "A" is the Affidavit of James E. Bartels, one of the attorneys for Chevron U.S.A., Inc. in support of this motion.

SPEARS, LUBERSKY, CAMPBELL,
BLEDSOE, ANDERSON & YOUNG

By: _____
James E. Bartels - OSB No. 74029

SPEARS, LUBERSKY, CAMPBELL,
BLEDSOE, ANDERSON & YOUNG
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON 97204 – 228-6151

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EUCON CORPORATION, a corporation Plaintiff, v. STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a municipal corporation, CHEVRON, U.S.A., INC., a corporation, Defendants.	No. 145 752 AFFIDAVIT OF JAMES E. BARTELS

STATE OF OREGON)
) ss
COUNTY OF MULTNOMAH)

I, JAMES E. BARTELS, being first duly sworn, depose and say as follows:

1. I am one of the attorneys for defendant Chevron U.S.A., Inc., and am primarily in charge of preparation and trial of this case.

2. The parties are currently engaged in document production and attempting to schedule depositions. However, because of scheduling conflicts among the attorneys for the three parties, the parties will not be able to complete discovery in time for the June 22, 1984 trial date.

3. I have discussed this matter with William F. Cloran, Assistant Attorney General, who is handling this case on behalf of the State of Oregon, and David R. Trachtenberg,

SPEARS, LUBERSKY, CAMPBELL, BLEDSOE, ANDERSON & YOUNG
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON 97204 - 226-6151

the attorney handling this case on behalf of plaintiff Eucon Corporation. All counsel agree the trial of the matter should be re-set.

4. This is the first trial setting. This is the first request for re-setting.

5. Mr. Cloran has informed me that he is unavailable for trial in August 1984. Therefore, I request the matter be set for trial sometime after August 1984.

DATED this 18th day of May, 1984.

James E. Bartels

SUBSCRIBED AND SWORN TO before me this 18th day of May, 1984.

Notary Public for Oregon
My Commission Expires: 1/3/86

SPEARS, LUBERSKY, CAMPBELL,
BLEDSOE, ANDERSON & YOUNG
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON 97204 - 226-6151

STATE OF OREGON)
) ss
County of Multnomah)

I, Patricia Lee Shaw, being duly sworn, depose and say: (1) I am a competent person over the age of 18 years and a resident of Oregon, and I am not a party nor an attorney in the proceeding entitled Eucon Corp. v. State of Oregon, et al.

in the Circuit Court for the County of Marion and bearing docket number 145 752 in said court; (2) I am a person regularly employed by Spears, Lubersky, Campbell, Bledsoe, Anderson & Young, with offices at 520 S. W. Yamhill Street, Suite 800, Portland, Oregon 97204, who are attorneys for Defendant Chevron U.S.A., Inc. in said proceeding; (3) On May 18, , 1984, I served the foregoing paper upon Plaintiff and Defendant State of Oregon in said proceeding by mailing a true copy thereof to the attorneys for said party at ~~his~~/their last known address:

William F. Cloran, Esq.
Assistant Attorney General
State Highway Division
Department of Transportation
113 Transportation Building
Salem, Oregon 97310

David R. Trachtenberg, Esq.
Robin & Meyer
610 S.W. Alder Street
Suite 800
Portland, Oregon 97205

Patricia Lee Shaw

SUBSCRIBED AND SWORN TO before me this 18th day of May, 1984.

Notary Public for Oregon
My commission expires 1/3/86

Spears, Lubersky, Campbell,
Bledsoe, Anderson & Young
520 S. W. Yamhill Street, Suite 800
Portland, Oregon 97204 (503) 226-6151

AFFIDAVIT OF MAILING 1/83

9434

STATE OF OREGON

INTEROFFICE MEMO

TO: William Cloran
Asst. Attorney General

DATE: May 17, 1984

FROM: Keith L. Martin
Contract Claims Coordinator

SUBJECT: Eucon Corp. vs State of Oregon and Chevron
Juniper Canyon Rd.-Lexington/Echo Highway
Contract No. 9434

Your April 2, 1984 letter asked that I make copies of data requested by Dave Trachtenberg.

I am enclosing the data listed below:

1. December 3, 1982 letter from Bobby Johnson to Ken Berg showing calculation of adjustment.

2. Copies of pertinent sections from Standard Specifications.

3. Copy of 1982 Specifications for Asphalt Materials.

4. Copies of pertinent sections from Construction Manual.

5. Copies of Asphalt Sample Data Sheet.

6. Copies of Asphalt Laboratory Reports.

7. Copy of Lab. No. 8216297, 834259, 834260, 834370, 834371, 8317737, & 8318342 Asphalt Additive Study.

8. Copy of Chevron Compliance Certificates.

While additional data is available in our file, I believe the information furnished meets the criteria in Trachtenberg's March 29, 1984 request.

KM:cb

KM/M25

81-125-1387

Contains Recycled Materials

9434 CD CC

May 15, 1984

David R. Trachtenberg
KOBIN & MEYER, P.C.
Attorneys at Law
Suite 800
610 S. W. Alder Street
Portland, Oregon 97205

Re: Eucon Corporation v. State of Oregon

Dear Dave:

This will confirm our conversation concerning the Eucon matter in which the state agreed on behalf of itself and Morrow County to pay Eucon the sum of $10,000 for a release of claims against the state in its settlement of any liability of the state and Morrow County in the pending suit between Eucon, the state and Chevron USA. We understand that the form of the release will retain Eucon's rights against Chevron USA. Further, state agrees to make available its records not subject to privilege and such witnesses as may be necessary to assist Eucon in pursuing its claims.

Pursuant to your earlier request, the Highway Department has forwarded to me documents that may be of interest to Eucon in pursuing this matter with Chevron.

We are prepared to tender payment this week in exchange for a release. Please telephone me to make arrangements.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC:mj
Enclosures
cc: O. B. Jackmond

9434 ED CC

May 15, 1984

James E. Bartels
Attorney at Law
520 S. W. Yamhill, Suite 800
Portland, Oregon 97204

Re: Eucon Corporation v. State of Oregon, et al

Dear Mr. Bartels:

In response to your letter of May 3, 1984, please be advised that we will be happy to review Chevron's documents at your office as you suggest. I am checking on the availability of Mr. Wilson and Mr. Coulter. I will let you know in a subsequent communication if they will be available for deposition on the 25th or the 29th.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC:mj

9434

Clora

REPORT OF SETTLEMENT OR DISPOSITION
CASES OTHER THAN CONDEMNATION

L- _____

R- _____

Reported to Commission: _____

Name of Case: Eucon Corp. v. State of Oregon, et al

Cause of Action: Breach of contract County: Marion

Demands of Plaintiff: $18,303 in penalties refunded

Settlement: $10,000 for full release

REMARKS:

$18,303 was deducted from Eucon's contract for non-specification asphalt. The state tested the asphalt after addition of an anti-stripping additive. Specs called for test before additive added (practically impossible since the additive is added at supplier's plant). State says additive should make no difference, asphalt fails. Chevron says additive effects tests asphalt passes. Under FAS Agreement Morrow County would pay claim or judgment. The county wants a settlement at $18,303 or less.

William L Clora
Signature of Attorney

Concurrence of Chief Counsel

cc: John McCulloch
M. M. Mead
Adele Egan
Marilyn McHugh

9434

MORROW COUNTY

COUNTY COUNSEL

P. O. Box 509 -:- Heppner, Oregon 97836
(503) 676-5552

MICHAEL J. OTHS

May 10, 1984

MR. WILLIAM F. CLORAN
Assistant Attorney General
Trial Division
DEPARTMENT OF JUSTICE
State of Oregon
Justice Building
Salem, OR 97310

Re: Eucon Corp. v. State of Oregon
Marion County # 145-752

Dear Mr. Cloran:

I am writing to follow up our conversation of yesterday afternoon, with regard to Eucon v. State of Oregon. You had written to the Morrow County Court to ask their opinion of the lawsuit.

As I mentioned yesterday, the County Court is willing to take a limited risk, but no more. You had mentioned that the matter could be settled for $15,000 or less. If the State wishes to continue to pursue this matter as their test case, the County is willing to fulfill the contract obligation. In other words, if the matter goes to trial, and judgment is entered for Eucon, we'll pay the full $18,303. We would expect the State to assume any costs and attorney fees assessed against the State.

While we realize that this position is fairly one-sided for the County, it is really our only option. Not having budgeted for this expense at all in the current year (or the next) we could hardly afford to eat $20,000-$30,000 in legal fees and costs along with the judgment.

We had discussed the possibility that it might be more advantageous for the County for the expense to be incurred in one fiscal year or the other. Having conferred with the appropriate people in the County, I can advise you that it is immaterial to us whether a judgment/settlement is made this fiscal year or next.

If the State intends to pursue this matter to final judgment, please advise us at your earliest opportunity. If I can otherwise be of any assistance to you, please let me know. Thank you for your attention to this matter.

Sincerely,

Michael J. Oths
County Counsel
Morrow County

cc: County Court

9434

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: William Cloran
Ass't. Attorney General

DATE: May 9, 1984

FROM: Keith Martin, P.E., P.L.S.
Contract Claims Coordinator

SUBJECT: Eucon Corp. vs State of Oregon and Chevron
Juniper Canyon Rd.-Lexington/Echo Hwy.
Contract No. 9434

Section 105.03 of the Standard Specifications gives the engineer the right to accept material in reasonable close conformity to the plans and specifications, with the engineer's decision final and conclusive as to the limits of reasonable close conformity. Section 105.03 also allows the engineer to accept material not within reasonable close conformity but determined to be reasonably acceptable. The engineer is to document the acceptance of reasonably acceptable material "by contract modification which will provide for an appropriate adjustment in the contract price for such work or materials as he deems necessary to conform to his determination based on engineering judgement." The portion of Section 105.03 dealing with "reasonably acceptable work" does not contain the provision that the engineer's judgement is final and conclusive.

Neither Section 105.03 nor any other section of the Standard Specifications and Special Provisions has further information on the assessment of a price adjustment for acceptance of liquid asphalt which is "reasonably acceptable". However, Subsection 109.03 of the current Construction Manual refers to Subsection 109.07 (PAYMENT FOR EXTRA AND FORCE ACCOUNT WORK) in the Construction Manual, Advance Issue of October, 1977 for procedures to follow in computing price adjustments for nonspecification materials. Section 109.07 of the Advance Issue is 20 pages in length. Pages 109.07-1, 109.07-2, and 109.07-13 are the pages applicable to liquid asphalt. Page 109.07-13 contains the detailed instructions for calculating liquid asphalt adjustments. A summary of these instructions follows:

1. If the sampling and testing procedure described in Subsection 106.08 (Construction Manual) indicate a problem with more than 10% of the total liquid asphalt incorporated, a price adjustment is required.

2. The price adjustment is determined by multiplying the tons of all non-specification asphalt by 25 percent of the invoice price of the asphalt less shipping charges.

Section 106.08 of the current Construction Manual is titled "Samples, Tests, and Cited Specifications of Materials". This section includes a description of the different type of samples and tests such as Record, Qualifying and Check. The minimum frequency of tests and sam-

Contains Recycled Materials

pling is also listed. Pages 106.08-38 and 106.08-39 specifically address testing and sampling frequency for liquid asphalt check samples. The tables on page 106.08-35 and 106.08.36 of the current Construction Manual contain additional information on sampling and testing liquid A.C. for both job control and record testing. To summarize these instructions:

1. A set of Job Control check samples are taken to represent asphalt used from storage tanks between delivery periods. If more than 50 tons of asphalt is used between deliveries, additional samples are to be taken representing each 50 tons used.

2. Record progress testing consists of observing job control sampling at random and submitting one sample for testing per 25,000 tons of mix with a minimum requirement of one sample per project.

3. Each sample consists of two one-quart cans. One can is designated the original sample and the other can the backup sample. The original of sample one and every fifth original sample thereafter is to to be submitted for testing. The sample data sheet is to show the number of tons represented by the sample. If a sample fails, the back-up sample and all original samples taken previously (back to a passing sample) and afterwards to the next passing sample are submitted for testing.

Glen Boyle, Bituminous Design Group Leader, in the Materials Section, told me routine job control check samples are only tested for penetration and flash point of the original asphalt and viscosity of the Rolling Thin Film (RTF) Residue. While the penetration of original asphalt is not a specification requirement, the test can be analyzed to see if the source of crude has changed. Record Progress Samples receive a complete series of tests for all specified qualities. Glen did not know of any written policy, procedure, or S.O.P. setting testing limits on job control check samples. If this is considered important, further research might uncover such a written document.

Section 702, Bituminous Materials and Additives, of the Standard Specification contains the requirements for liquid asphalt and for additives and admixtures. This section states the liquid asphalt shall conform to the requirements of the "Specifications for Asphalt Materials" current at the time the Notice to Contractors is issued. For this project, the 1982 publication is applicable. AR4000W, as specified on sheet (f), Alternate A of the 1982 Specifications, was furnished by the contractor.

The records indicate 15 samples and 15 back-up samples were taken. All samples not tested have been discarded. Sample #3, a progress record sample, was submitted on Data Sheet No. 26131 with the results reported on Laboratory No. 82-6440 dated June 23, 1982. The RTF residue penetration for this sample was reported at 33 with a minimum specified value of 40. Laboratory Report No. 82-6440 included the comment, "Material, as represented by this sample, does not comply with specifications.".

Check Samples 1, 5, 10 and 15 were submitted on Data Sheet No. 26133 for samples shipped July 2, 1982. The data sheet erroneously labeled these as control samples rather than check samples. In addition to these check samples, 6A, the back-up for sample 6, was submitted on data sheet No. 26133 with the remark: "Sample #6A is a back-up sample for failing sample Lab # 82-6440." This was not the correct procedure as Sample #3A should have been submitted as a back-up for Sample #3. The results for samples 1, 5, 10 and 15 were reported on Laboratory Nos. 82-7743, 82-7744, 82-7746, and 82-7747 dated July 14, 1982. Since these were check samples, no tests were taken of penetration on the RTF Residue. The reports included the comment, "Material as represented by this sample does comply with specifications." The results for Sample 6A were reported on Lab. #82-7745 dated July 21, 1982. RTF Residue penetration was 39 and the report included a comment that the material does not comply with specifications.

Sample #3A and 6 were submitted on Data Sheet No. 18702 as being shipped October 27, 1982. While not specifically noted on the data sheet, these were the back-ups for samples 3 and 6A previously tested. The data sheet included the remark: "On sample #3A run test that failed on Lab. #6440. On Sample #6 run tests that failed on Lab #7795 (Expedite)." Tests were run on original penetration and RTF Residue penetration with RTF Residue penetration of 37 for 3A and 36 for 6. The results for 3A were reported on Lab. No. 82-14968 dated November 4, 1982 and for 6 on Lab No. 82-14969 dated November 4, 1982. Both reports noted this sample does not comply with Specifications.

Samples 1A, 5A, 10A, and 15A were submitted on Data Sheet No. 18073 as being shipped November 10, 1982. The data sheet requested tests for "Asph. Penetration Residue (only)". The results were reported on Laboratory Record Nos. 82-15633 through 82-15636 dated November 22, 1982. The RTF Residue penetration for the respective samples were reported as 39, 38, 39 and 39. All four laboratory reports noted "fails residue penetration" and included the comment, "this sample does not comply with specifications".

A summary of this test data follows:

Sample Number	Data Sheet Number	Lab. No.	Date Reported	Date Sampled	RTF Penetration	Penetration
3	26131	82-6440	6-23-82	6-09-82	33	70
1	26133-A	82-7743	7-14-82	6-07-82	Not Tested	76
5	26133-B	82-7744	7-14-82	6-08-82	Not Tested	77
6A	26133-C	82-7745	7-21-82	6-09-82	39	74
10	26133-D	82-7746	7-14-82	6-11-82	Not Tested	76
15	26133-E	82-7747	7-14-82	6-14-82	Not Tested	79
3A	18072	82-14968	11-04-82	6-09-82	37	82
6	18072	82-14969	11-04-82	6-10-82	36	73
1A	18073	82-15633	11-22-82	6-07-82	39	75
5A	18073	82-15634	11-22-82	6-09-82	38	77
10A	18073	82-15635	11-22-82	6-10-82	39	77
15A	18073	82-15636	11-22-82	6-11-82	39	79

A review of the summary discloses four apparent procedural irregularities in the sampling process.

1. Contrary to instructions in Section 106.08 of the Construction Manual, when samples failed tests of interim samples forward and backward to the next passing sample were not taken. Jim Wilson, Assistant Engineer of Materials, decided additional testing was not necessary after consultation with Dave Glenn, Quality Control Supervisor. He considered additional testing to define the limits of failing material unnecessary since no passing material had been tested. I consider this a valid decision within the intent of our guidelines.

2. Conflicting data has been submitted for sampling dates. Samples 5-5A, 6-6A, 10-10A, and 15-15A show different sampling dates for the original and back-up samples. The dates also indicate sample 5 was taken on June 8, 1982 before sample 3 and 3A on June 9, 1982. In a memo dated October 7, 1983, the Project Manager was made aware of these discrepancies. The reply was, "The letter dates are correct as best we can determine.". These discrepancies could be embarrassing and cast some doubts on our overall competency. However, since all tests for residual penetration failed, the particular date or identity of any one sample should not be significant.

3. Contrary to instructions in Section 106.08 of the Construction Manual, the quantity represented by each sample has not been recorded on the sample data sheet. Once again this is not significant since all samples failed residual penetration testing. However, if any material had passed, it would be very difficult to compute an adjustment for the quantity of material failing.

4. Tests of samples 3 and 3A show a variance of 12 on the original penetration and 4 on the residual penetration. When I discussed this with Doug Eakin, Petroleum Group Leader, he did not consider this typical. He expects a backup sample to have a penetration within one or two of the original samples. He thought samples 3 and 3A either did not represent the same liquid asphalt or one of the samples had been contaminated. Although he thought it unlikely, he did concede that some error could occur in his testing. He does not think the backup test supports the original. I did not discuss the test results for samples 6 and 6A with Doug, but the residual penetration varies by three from 6 to 6A.

The method of calculation for an $18,303.00 adjustment is shown in a December 3, 1982 letter from Bobby Johnson, Project Manager, to Ken Berg, Specification Compliance Specialist. This adjustment was deducted on the December, 1982 semi-final estimate.

Chevron's February 14, 1983 letter to Scott Coulter protests the adjustment by tabulating material furnished to other projects from the same source and during the same period, with no adjustment. The letter also advances a theory that addition of anti-stripping additive results in inconsistent test results.

The acceptance of material furnished to other projects is not necessarily significant. Unless a progress record sample was taken on one of the

other projects for the days in contention, a test would not have been run for RTF penetration. In fact with only every 5th sample tested, some projects may not have any test data for this period. The files have not been researched for test data related to these other projects.

The OSHD Materials Section conducted a test to measure the affect of anti-stripping additive on the original penetration and the RTF penetration. The results are recorded on Laboratory Report No. 82-16297 dated December 3, 1982. Report No. 82-16297 includes the comment, "Although the addition of Pave Bond Special Additive to Chevron AR4000W asphalt shows a lowering of penetration of the original or "as delivered" asphalt, the penetration of the RTFO aged asphalt residue is not changed at the 0.2% treatment level and shows a slight lowering at 0.4% treatment level.". While Lab Report No. 82-16297 does not totally refute Chevron's claim of inconsistent test results, it does show that the most likely effect on RTF residual penetration is minor.

As mentioned previously, Doug Eakin considers repeatability of one or two for penetration test results to be normal. This would place the differences shown in the Material Section study to limits of testing accuracy rather than the impact of anti-stripping additives.

The Construction Office file copy of the February 14, 1983 letter from Chevron has the following 5-83 note by M. D. Glenn, "Pat Schwartz and Jim Wilson met with representatives of Chevron and informed them of borderline test results and intention to accept materials at reduced price.".

When Tim Wood appeared to have an agreement with Chevron and Eucon in late 1983 compromising the adjustment costs, the Quality Control Section recalculated the adjustment using some differing criteria. The revised adjustment was predicated on an assumption that the RTF residual penetration would be reduced by one when anti-stripping additive was added and an assumption of the quantity represented by each failing sample. The assumption of a one point reduction in RTF penetration for all samples is a "worst case" application of the Material Section test results. The reduced adjustment was calculated at $6,665.90. This was not recalculated because the original value was in error. This was only to set a range of values for negotiation which could be supported by an audit, if necessary.

The 1984 Specifications for Asphalt have added provisions that the supplier identify the source of crude. The 1984 specifications also require testing asphalt and certifying the results, both before and after addition of anti-stripping additive. Chevron's letter of March 15, 1984 to Mr. Coulter protests these additional requirements. I was told by Jim Wilson that Chevron is refusing to furnish certified test results for asphalt after the addition of anti-stripping additive. We have a moratorium on the requirement to identify the crude source pending the results of an early May meeting scheduled with Chevron.

Bomber Range Road is a part of the Federal-aid Secondary Highway System and thus eligible for Federal-aid Secondary funds (FAS Funds).

The June 15, 1981 agreement with Morrow County includes a requirement on page 4, paragraph 1 of the Special Provisions that the County contribute

100 percent of the amount by which total costs exceed the FAS Fund. Based on this requirement, the Project Agreement dated February 8, 1982 limited the Federal Funds to a fixed amount of $355,000.00, limited State participation to $23,793.00 and estimated a County funding obligation of $92,950.00.

A number of reasons including changes in quantities and a negative adjustment for deficient liquid asphalt quality led to an underrun in the total cost. At this time all Federal and State Funds have been committed. However, as of May 1, only $53,453.63 of County funds have been committed to this project. All costs of litigation or settlement will be born by the County.

KM:mk

KM/M08

FORM 81.734.3030

Con 9434

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Pendleton, Ore. 97801

December 3, 1982

FROM: Bobby D. Johnson
Project Manager

TO: Ken Berg
Spec. Compliance Specialist

SUBJECT: Juniper Can. Rd.-Lex/Echo Hwy.
Morrow County
Contract No. 9434
Price Reduction for Non-Spec
Asphalt Cement

Eight (8) samples of asphalt cement, collected throughout the project, were submitted for testing and all failed the Residue Penetration Tests.

The Lab Nos. for the tests are as follows:

Sample No.	Lab No.	Date Sampled
3	82-6440	June 9, 1982
3A	82-14968	June 9, 1982
6	82-14969	June 10, 1982
6A	82-7745	June 10, 1982
1A	82-15633	June 7, 1982
5A	82-15634	June 9, 1982
10A	82-15635	June 10, 1982
15A	82-15636	June 11, 1982

This shows failing materials for the complete project.

The price reduction is as follows from the "Advance Issue of the Construction Manual" and as instructed by Ken Berg on November 9, 1982.

455.43 tons used on the project.
$160.75 per ton F.O.B. price as per invoice

455.43 tons x 25% = 113.86 tons x $160.75/ton = $ 18,303.00

I have no way of checking this. Okay
Bobby Johnson notified to proceed
with Price Agreement. KBerg
12-6-82

Bobby D. Johnson
Project Manager

BDJ:ljc

cc; file

cc Test file
Contract Payments

RECEIVED
DEC 5 1982
CONSTRUCTION SECTION

4-1-83 - called to Discussed with Witson - will get on next week
4-11-83 - To Bend - back 13th
4-13-83 -

4-13-83.

Chevron producing at borderline of specifications - ∴ falling below minimum of 40 specified.

Have tested for effects of anti-strip agents on penetration. At the levels we specify the penetration is not significantly affected - 0-1 change and generally increases not decreases.

MG Jenn

Chevron U.S.A. Inc.
5501 N.W. Front Avenue, Portland, OR 97210 • Phone (503) 221-7811

Asphalt Division

February 14, 1983

Mr. H. Scott Coulter
State Highway Engineer
Oregon State Dept. of Transportation
140 Transportation Building
Salem OR 97310

SUBJECT: O.S.H.D. Project #9434, L.W. Vail Co., Inc.

Dear Mr. Coulter:

The following data is on shipments of AR-4000W to other contractors on the same dates as shipments to the subject company.

Sample Date	Tons	Test Results (Pen of Res)	Other Contractors	Tons	O.S.H.D. Project #
6-7-82	58.36 T	39	Angell Asph. & Agg. Inc.	26.92 T	9370
			Baker Redi Mix Inc.	35.50 T	9359
			J.C. Compton Co.	144.44 T	9420
			Fabricators Inc.	110.87 T	9381
			Riverbend S & G Co.	26.04 T	9379
6-8-82	87.16 T	-	Baker Redi Mix Inc.	35.54 T	9359
			J.C. Compton Co.	86.14 T	9420
			Fabricators Inc.	191.02 T	9381
			Morse Bros.	111.87 T	-
			Roseburg Paving Inc.	85.17 T	9363
6-9-82	87.75 T	33,38,39	Baker Redi Mix Inc.	35.61 T	9359
			J.C. Compton Co.	28.59 T	9420
			Fabricators Inc.	55.00 T	9381
			Morse Bros.	140.04 T	-
			Riverbend S & G Co.	80.29 T	9379
			Roseburg Paving Inc.	85.93 T	9363

Sample Date	Tons	Test Results (Pen of Res)	Other Contractors	Tons	O.S.H.D. Project #
6-10-82	116.48 T	36,37,39,69	Lakeside DBA B&K Paving	16.12 T	WDOT #1954
			Fabricators Inc.	135.72 T	9381
			Morse Bros.	84.23 T	-
			Riverbend S&G Co.	80.89 T	9379
			Roseburg Paving Inc.	114.39 T	9363
6-11-82	146.36 T	39	Lakeside DBA B&K Paving	39.10 T	WDOT #1954
			Baker Redi Mix Inc.	28.56 T	9359
			Columbia West Cons. Co.	60.38 T	WDOT #2156
			Fabricators Inc.	36.60 T	9381
			Peter Kiewit Sons Co.	28.00 T	WDOT #2239
			Morse Bros. Inc.	111.24 T	-
			Riverbend S & G	53.22 T	9379
			R.A. Hatch Co. Inc.	29.22 T	9363
6-13-82	29.18 T	-			
6-14-82	116.03 T	-			
6-15-82	28.86 T	-			

Invoices supporting the above information are available if needed.

The significance of the above compilation is clear -- we were shipping to other Oregon State Highway projects at the same time and no off specification products have been reported on these other projects.

Research has repeatedly shown that the addition of foreign material to asphalt (in this case anti-stripping additive) will result in inconsistent tests; sometimes the physical properties of the asphalt will go up, down, or remain unchanged. The results will vary depending on the concentration of the foreign material and the properties of the asphalt.

In our view it is unfair to required the addition of anti-strip and then find the asphalt "off specification" because your instructions were followed.

Federal agencies have adopted a procedure when additive is specified, requiring asphalt samples to be taken and submitted for test prior to the addition of the anti-strip. The Federal Highway Administration is one of these.

As an asphalt supplier we find ourselves in the middle of a controversy between the contractor and the State. We are following the contractor's order to include additive; the contractor in turn is following your specification. The additive used is pre-tested and approved by the State.

The basic problem is testing the asphalt properties with additive included. We feel we have no alternative but to request a review of your procedures, hopefully resulting in a change that will alleviate this problem.

I would like to make two brief points as an aside to the above discussion:

> Research is now showing that anti-stripping additives do not show increased benefits with greated concentrations -- actually to the contrary, where a little may help, greater quantities are detrimental,
>
> Further, it is now believed by many researchers that anti-stripping additives impart no longevity to the pavements -- they merely "improve" the results of the tests, most of which are not measuring pavement life.

Yours very truly,

CHEVRON USA, INC.

Bob B Wallan

B B Wallan

BBW:dm

3-17-83 Wilson has getting data on this jobs - has not had opportunity to review.

5-83 - Prof Schwartz & Jim Wilson met with representatives of Chevron and informed them of borderline test results and intention to accept materials at reduced price

OREGON STATE HIGHWAY DIVISION

TO: Bobby Johnson Prect Manager

RECEIVED
OCT 17 1983
CONSTRUCTION SECTION

CAE FCE ORE SCS EEO OM CA LS TC FE CP

SUBJECT: Cont 1434
Juniper Canyon - Lexington Echo Hwy

FROM: K Berg

DATE: OCT. 7, 1983

As discussed with you today, it has been decided to amend the price reduction based on Lab findings that the asphalt cement additive (Pave Bond) did have a small effect (1%) in lowering the original penetration of residue; the minimum specified for AR4000W being 40.

Therefore, all penetration of residue values reported as 39 would change to 40 (+ in specs) as I have noted on copy of your letter dated Dec 3, 1982, attached.

Determining the quantities now subject to penalty is dependent on sample dates.

I noted discrepancies with these dates. I assume that backup test #6A would be sampled the same day as test #6 but on Lab reports they are listed on different days. So then I started checking further. Test #10 (Lab 82-7746) is

(SIGNATURE)

PLEASE REPLY HERE

shown as sampled on 6-11-82 & test #10A sampled on 6-10-82; test #5 is sampled on 6-8-82 & #5A sampled on 6-9-82; test #15 is sampled on 6-14-82 & sample #15A sampled on 6-11-82

So, if possible, would you please confirm that all dates listed on your penalty letter are accurate & return to me. Thanks Ken

RECEIVED
OCT 11 1983

The letter dates are correct as best
inclo. we can determine. [signature] SIGNATURE TITLE 10-13-83

CC: _____ (SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED

JUNIPER CANYON - LEX / ELGIN HWY.
CONT. 9434

SAMPLE NO	DATE SAMPLED	ORIGINAL TEST VALUE. PEN. OF RESIDUE (MIN SPECIFIED = 40)	ALLOW 1% ADJUSTMENT FOR USE OF PAVE BOND ADDITIVE	TONS OF ASPH CEMENT (AR 4000 W) ~~SUBJECT~~ FAILING
1A	JUNE 7, 1982	~~39~~ → 40		
3	JUNE 9	33 → (34)		
3A	"	37 → (38)		121.17
5A	"	38 → (39)		
6	JUNE 10	36	(38.5)	44.70 ½ day
6A	"	39 } AV = 37.5		~~89.41~~
10 A	"	~~39~~ → 40		
15A	JUNE 11	~~39~~ → 40		

TOTAL = 165.87 TONS (AR4

PRICE ADJUSTMENT = 165.87 x 0.25 x $160.75 = $6665.90
FOR FAILING AR4000W

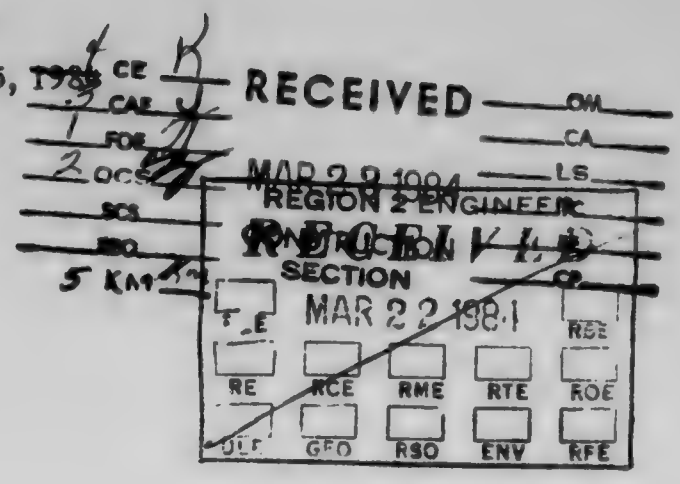
10-25-83 - Bryant Jackmond informed me that our attorney Tim Wood, and Tucon attorney had agreed to a settlement for claim on this project. Chevron and State will contribute $6,000.00 each and contractor will ~~absorb~~ absorb remaining $ 7- $18,000± reduction in price - A revised pay sheet would be submitted to cover this settlement.

J. D. Kline

Chevron U.S.A. Inc.
P.O. Box 220, Seattle, WA 98111 • Phone (206) 628-5318

Bob B. Wallan
Division Manager
Asphalt Division

March 15, 1984



H. S. Coulter
State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Dear Mr. Coulter:

I am in receipt of Mr. James E. Wilson, Jr.'s letter of January 19, 1984 enclosing two copies of the Oregon State Highway Division 1984 Specifications for Asphalt Materials. Chevron objects to several changes which have been incorporated in these new specifications. Items that are causing us concern are:

Crude Source

The new specifications require that the supplier state on the shipping notice the source of crude from which the product was manufactured.

We have always considered crude source to be proprietary information. We fail to see any reason whatsoever why the state would want information on the crude source. It is our position that we will meet the applicable specifications required by the purchaser of the product. How that is accomplished by the use of various refining processes and/or crudes is solely determined by Chevron on the basis of its internal decisions.

In addition, in many cases it is not possible to identify the actual crude source used to manufacture various petroleum mixes. Foreign crudes are often commingled at the source, domestic pipelines carry various mixes and often the crudes are co-reduced in the refining process.

The U.S. Department of Transportation and Federal Highway Administration recognized the problem of identifying crude sources when reviewing compliance procedures for the "Buy American" provisions of the Surface Transportation Assistance Act of 1982. As a result, the Federal Highway Administration has granted a waiver to asphalt of this provision.

Certification Before and After Additive Addition

The new specifications require that Refinery Test Reports contain test results of flash point, viscosity and penetration "both before and after the addition of a required antistripping additive," and that the supplier certify same. You further require that the asphalt must meet specifications as listed "before and after the addition of a required antistripping additive and at the time of use when tested" in accordance with enumerated methods.

These requirements show a lack of understanding of the methods used at a distribution point to incorporate additive into the asphalt. Your new requirements would be not only burdensome and costly to the supplier, but also to the state and the contractor.

The additive is metered and injected into the asphalt stream as it is loaded into the transportation equipment. To meet your requirements, we would have to sample the asphalt from the hauling equipment and run the necessary tests -- it is estimated this would delay the transportation equipment five hours on each load and incur demurrage. It could also mean there would not be enough transportation equipment available in Oregon to meet all of the transportation needs in the peak of the season. All of this will add to the total cost of the asphalt paving job and would probably eventually be paid by the state.

The information gained will not affect design or job mechanics. It seems to us these requirements are not in the best interest of the state and will not influence job performance.

Asphalt Specifications w/Additive

In the past, asphalt supplied by Chevron to its customers has met the state's specifications. When the state tests asphalt after state required additives have been incorporated, the state is not testing the asphalt called for but is testing asphalt with a contaminant in it -- a contaminant over which we as a supplier have no control, but a contaminant which you have directed the contractor to blend with an asphalt which meets specification.

Your requirement that asphalt supplied meet specific specifications, followed by a requirement that an additive be used which alters the properties of the asphalt meeting those specifications, and then stating the asphalt must be within specification is not only unreasonable, but unrealistic.

We at Chevron have demonstrated many times our willingness to help the state analyze design problems and survey problem roads -- all with the view of giving the State of Oregon better asphaltic concrete pavements. In the spirit of continuing our good relations, we urge you to reconsider the new requirements of your specifications, keeping in mind that all specifications should be judged on one criteria -- will they result in better asphaltic concrete pavement for the State of Oregon.

Sincerely,

Bob B. Wallan

Bob B. Wallan

cc: W. E. Schwartz
Assistant State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

James E. Wilson, Jr.
Assistant Engineer of Materials
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

cc: E. S. Hunter
Assistant State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

J. H. Versteeg
Road Design Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

R. L. Schroeder
Maintenance Engineer - Salem
885 Airport Road
P. O. Box 14030
Salem, OR 97310

D. Christensen
Construction Operations Engineer
Chemeketa Business Center
1158 Chemeketa St. N.E.
Salem, OR 97310

R. A. Bridges
Managing Engineer - Western Region
The Asphalt Institute
1771 A Tribute Road
Sacramento, CA 95815

G. J. Beuker
District Engineer
The Asphalt Institute
Park Plaza West, Suite 322
10700 S.W. Beaverton-Hillsdale Highway
Beaverton, OR 97005

Ed Hardt
Regional Engineer - Metro Region
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

Chuck Fredrickson
Regional Engineer - Region 2
207 E. Salem Highway Bldg.
2960 E. State St.
Salem, OR 97310

Jim Gix
Regional Engineer - Region 3
1523 S.E. Cobb St.
P. O. Box 1128
Roseburg, OR 97470

cc: Dale Allen
Regional Engineer - Region 4
63055 Hwy. 97 N.
P. O. Box 5309
Bend, OR 97701

Bob Hector
Regional Engineer - Region 5
211 Adams Avenue
P. O. Box 850
LaGrande, OR 97850

erection and other working plans showing dimensions, sizes of material, lists of field bolts, details and other information necessary for the complete fabrication and erection of the metal work.

Working drawings for structures other than steel structures shall consist of such drawings as may reasonably be required for the successful prosecution of the work and which are not included in the plans furnished by the Division. These include working drawings for falsework, bracing, formwork, bending diagrams for metal reinforcement and framing details for timber structures.

The contractor shall furnish the engineer with such reproductions of the working drawings as may be required for review and construction purposes and for the records of the Federal Government, and upon completion of the work the original tracings and/or negatives, if required, shall be supplied to the engineer.

The contract price shall include the cost of furnishing all working drawings, and the contractor will be allowed no extra compensation for such drawings.

The Division's procedures for the handling of working drawings, provided as set forth above, are as follows:

Working drawings of contractor's suppliers submitted direct to the engineer will be returned to the supplier without action by the engineer, except under conditions stated in the paragraphs which follow.

The engineer will accept and process plans and working drawings directly from contractor's suppliers provided contractor has filed with the engineer a written statement granting the engineer permission to accept such plans and working drawings as the supplier may offer for processing. In processing plans and working drawings under this condition, it is understood that all contractual obligations and responsibilities remain in full force and effect.

After processing, plans and working drawings submitted from any source will be returned directly to the contractor for further handling, except that plans accepted directly from the supplier will be returned directly to the supplier.

Plans shall be submitted in sufficient number of copies to afford the following distribution:

Engineer's file
Resident engineer's file
Laboratory or inspector's file
Contractor's file
1 or more as required by the fabricator

105.03 Conformity with Plans and Specifications—Modification of Contract Prices - All work performed and all materials furnished shall be in reasonably close conformity with the lines, grades, cross sections, dimensions and material requirements, including tolerances, shown on the plans or indicated in the specifications. The engineer will determine the limits of reasonably close conformity, in each individual case, and his judgment will be final and conclusive.

In the event the engineer finds the materials furnished, work performed or the finished product not within reasonably close conformity with the plans and specifications but that reasonably acceptable work has been produced, he shall then make a determination if the work shall be accepted and remain in place. In this event, the engineer will document the basis of acceptance by contract modification which will provide for an appropriate adjustment in the contract price for such work or materials as he deems necessary to conform to his determination based on engineering judgment.

In the event the engineer finds the materials furnished, work performed or the finished product are not in reasonably close conformity with the plans and specifications and have resulted in an inferior or unsatisfactory product, the work or materials shall be removed and replaced or otherwise corrected by and at the expense of the contractor.

105.04 Coordination of Plans, Specifications, Supplemental Specifications, and Special Provisions - These specifications, the supplemental specifications, the plans, special provisions, and all supplementary documents are essential parts of the contract, and a requirement occurring in one is as binding as though occurring in all. They are intended to be complementary and to describe and provide for a complete work.

In case of discrepancy or conflict in the plans, standard specifications, supplemental standard specifications and special provisions, they shall govern in the following order:

1. Special Provisions
2. Plans specifically applicable to the project*
3. Standard or general plans
4. Supplemental Standard Specifications
5. Standard Specifications

*Identified by a title carrying the project name.

Where dimensions on the plans are given or can be computed they govern over scaled dimensions.

The apparent silence of the specifications and plans as to any detail, or the apparent omission from them of a detailed description concerning any point, shall be regarded as meaning that only the best general practice is to prevail and that only material and workmanship of first quality is to be used.

The contractor shall take no advantage of any apparent error or omission in the plans or specifications. In the event the contractor discovers such an error or omission, he shall immediately notify the engineer. The engineer will then make such corrections and interpretations as may be deemed necessary for fulfilling the intent of the plans and specifications.

105.05 Cooperation and Superintendence by Contractor - The contractor will be supplied with a minimum of two sets of approved

701.04 Water-reducing, Retarding and Accelerating Admixtures:

(a) General—Water reducing, retarding and accelerating admixtures shall conform to the requirements of AASHO M 194 (ASTM C 494), using one or another of the several tests as the engineer may consider pertinent.

Chloride content of the admixture used in concrete in contact with embedded metals shall not exceed 0.5% by weight.

(b) Sampling and testing of shipment—The State will sample and test shipments as necessary to confirm the identity of the admixture.

701.05 Curing Materials - Curing materials shall conform to the following requirements as specified:

Cotton Mats for Curing Concrete	AASHO M 73
Waterproof Paper for Curing Concrete	AASHO M 139
Liquid Membrane-Forming Compounds for Curing Concrete* (white-pigmented)	AASHO M 148(1)
White Polyethylene Sheeting (Film) for Curing Concrete	AASHO M 171

*Not permitted on bridges and box culverts.

(1) To be tested in accordance with the Division's modified procedure.

701.06 Epoxy Cement - Epoxy cement shall be a two-component epoxy resin adhesive conforming to the requirements of AASHO M 235.

Section 702—Bituminous Materials and Additives

Subsection 702.01 General - Asphalt cements, liquid asphalts and emulsified asphalts shall conform to the requirements of the Division's current publication titled "Specifications for Asphalt Materials", copies of which may be obtained from the Engineer of Materials, Oregon State Highway Division, Salem, Oregon 97310. Major suppliers of asphalt materials in the Pacific Northwest are supplied with this publication. The specifications applicable to a project are those contained in the publication which is current at the time the Notice to Contractors is issued.

Acceptance of asphalt materials will be in conformance with the above mentioned specifications.

702.02 Application Temperatures - The temperature ranges within which the several kinds, types and grades of asphalt materials shall be applied or used in the work are as set forth or referred to in the specifications pertinent to the construction item involved. Asphalt materials which have been heated to a temperature in excess of the stated maximum, or the product in which overheated asphalt material is incorporated, will be subject to rejection if the engineer determines that detriment to the material or the product results from such overheating.

702.03 Additives and Admixtures - Additives to prevent stripping or separation of bituminous coatings from aggregates, and admixtures used to aid in the mixing or use of bituminous mixes or for experimental purposes, shall be standard recognized products of known value for the intended purpose and shall be approved on the basis of laboratory tests prior to their use in the work. They shall have no deleterious effect on the bituminous material and shall be completely miscible.

OREGON STATE HIGHWAY DIVISION

1982 Specifications for

ASPHALT MATERIALS

(Effective on contracts and purchase orders advertised after January 1, 1982)

Materials Covered

These specifications cover asphalt cements, rapid-curing asphalts, medium-curing asphalts, slow-curing asphalts, anionic emulsified asphalts and cationic emulsified asphalts to be used in highway contract work and purchased by the Highway Division under Maintenance purchase orders.

Loading Temperatures

The temperature at which any asphalt cement is to be loaded in tank cars or trucks for shipment to the State or to any contractor for State construction shall not exceed the minimum Flash Point specified for the grade.

Shipping Notices

Shipping notices shall accompany each shipment and shall contain the following information:

(a) Consignee
(b) State contract number or purchase order number
(c) Date of shipment
(d) Type and grade of material
(e) Car initial or number of truck transport
(f) Delivery point or destination
(g) Quantity loaded
(h) Loading temperature
(i) Net quantity in tons
(j) Brand, type and amount (% or p.p.m.) of additive such as antistripping, silicone, or antifoaming compound blended with asphalt
(k) Name and location of manufacturer or refinery
(l) Signature of shipper or authorized representative

Refinery Test Reports

One copy of the refinery test report shall accompany the shipping notice and shall contain the following data:

(a) Consignee
(b) State contract number or purchase order number
(c) Date of shipment
(d) Type and grade of material
(e) Shipping notice number
(f) Test results as follows:
  (1) For AR Graded Asphalt Cements - Flash Point and absolute viscosity and penetration of RTFC residue.
  (2) For AC Graded Asphalt Cements - Flash Point, absolute viscosity and penetration of original asphalt.
  (3) For Liquid Asphalts - Flash Point and kinematic viscosity.
  (4) For Emulsified Asphalts - Percent residue from distillation and penetration of residue.
(g) Signature of refinery's authorized representative

Certificate of Compliance

Each refinery test report shall be **accompanied** by a certificate stating that the materials tested are representative of the materials shipped prior to any additive addition and that test results are in fact actual test results obtained when tested in conformance with the applicable specifications. The statement shall also include that those additives and only those additives indicated on the shipping notice are contained in the materials shipped. The certificate shall be signed by an authorized representative of the refinery.

Acceptance

Asphalt materials will be conditionally accepted for immediate use upon receipt at the point of delivery of satisfactory refinery test reports and certificates of compliance. Final acceptance will be subject to additional sampling and testing by the State at point of delivery or the project site in accordance with the State's standard procedure for sampling and testing. The extent of such additional sampling and testing will be determined by the Resident Engineer, District Maintenance Superintendent or the Engineer of Materials.

Oregon State Highway Division

STANDARD SPECIFICATIONS FOR ASPHALT MATERIALS

ASPHALT CEMENTS

General Requirement:

The asphalt cement furnished under this specification shall be petroleum asphalt prepared by the refining of crude petroleum. It shall be homogeneous and free from water, and it shall not have been distilled at a temperature high enough to injure by burning or high enough to produce flecks of carbonaceous matter. It shall meet the following requirements when tested in accordance with the methods hereinafter enumerated.

Characteristics	*AASHTO Test Methods*	*Viscosity Grades (Based on residue from Rolling Thin Film Oven Test)*				
Tests on RTFO Residue:	T240[1]	AR-1000	AR-2000	AR-4000	AR-8000	AR-16000
Viscosity, 60°C(140°F), poise	T202	1000±250	2000±500	4000±1000	8000±2000	16000±4000
Viscosity, 135°C(275°F), Cs-minimum	T201	140	200	275	400	550
Loss in Weight, % maximum	T240[1]	1.50	1.00	0.85	0.80	0.75
Penetration, 25°C(77°F) 100 g., 5 sec.-minimum	T49	65	40	25	20	20
Percent of original pen., 25°C(77°F)-minimum	T49	--	40	45	50	52
Ductility, 25°C(77°F) 5cm per min., cm-min.	T51	100[2]	100[2]	75	75	75
Tests on Original Asphalt:						
Flash Point, PMCT, °F, minimum	T73	400	425	440	450	460
Solubility in Trichloroethylene, Percent-minimum	T44	99.0	99.0	99.0	99.0	99.0

[1] AASHTO T179 (Thin Film Oven Test) may be used, but AASHTO T240 shall be the referee method.
[2] If ductility is less than 100, material will be accepted if ductility at 15.5°C(60°F) is 100.

RAPID-CURING LIQUID ASPHALTS

General Requirement:

The rapid-curing liquid asphalts furnished under this specification shall meet the following requirements, which conform to the requirements of AASHTO M 81-75I modified as to Flash Point, when tested in accordance with the methods hereinafter enumerated.

	AASHTO Test Method	*RC-70*	*RC-250*	*RC-800*	*RC-3000*
Flash Point, Cleveland Open Cup, °F, minimum	T 48	80	80	80	80
Kinematic Viscosity at 140°F, centistokes	T 201	70-140	250-500	800-1600	3000-6000
Water, % maximum	T 55	0.2	0.2	0.2	0.2
Distillation, % of total distillate to 680°F:	T 78				
To 374°F, % minimum		10	-	-	-
To 437°F, % minimum		50	35	15	-
To 500°F, % minimum		70	60	45	25
To 600°F, % minimum		85	80	75	70
Residue from distillation to 680°F: Volume % by difference, min.	T 78	55	65	75	80
Tests on residue from distillation:					
Pen. (77°F, 100 g., 5 sec.)	T 49	80-120	80-120	80-120	80-120
Ductility at 77°F, cm., min.	T 51	100	100	100	100
Solubility in $CHCL.CCL_2$*, % min.	T 44	99	99	99	99

*Trichloroethylene, Reagent Grade.

MEDIUM-CURING LIQUID ASPHALTS

General Requirement:

The medium-curing liquid asphalts furnished under this specification shall meet the following requirements, which conform to the requirements of AASHTO M 82-75I modified as to Flash Point, when tested in accordance with the methods hereinafter enumerated.

	AASHTO Test Method	*MC-70*	*MC-250*	*MC-800*	*MC-3000*
Flash Point, Cleveland Open Cup, °F, minimum	T 48	100	150	150	150
Kinematic Viscosity at 140°F, centistokes	T 201	70-140	250-500	800-1600	3000-6000
Water, % maximum	T 55	0.2	0.2	0.2	0.2
Distillation, % of total distillate to 680°F:	T 78				
To 437°F, %		0-20	0-10	-	-
To 500°F, %		20-60	15-55	0-35	0-15
To 600°F, %		65-90	60-87	45-80	15-75
Residue from distillation to 680°F: Volume % by difference, minimum	T 78	55	67	75	80
Tests on residue from distillation:					
Pen. (77°F, 100 g., 5 sec.)	T 49	120-250	120-250	120-250	120-250
Ductility at 77°F, cm., min.*	T 51	100	100	100	100
Solubility in $CHCL.CCL_2$**, % min.	T 44	99	99	99	99

*If penetration of residue is more than 200 and its ductility at 77 degrees F is less than 100 cm., the material will be acceptable if its ductility at 60 degrees F is more than 100 cm.

**Trichloroethylene, Reagent Grade.

SLOW-CURING LIQUID ASPHALTS

General Requirement:

The slow-curing liquid asphalts furnished under this specification shall meet the following requirements, which conform to the requirements of AASHTO M 141-76I, when tested in accordance with the methods hereinafter enumerated.

	AASHTO Test Method	*SC-70*	*SC-250*	*SC-800*	*SC-3000*
Flash Point, Cleveland Open Cup, °F, minimum	T 48	150	175	200	225
Kinematic Viscosity at 140°F, centistokes	T 201	70-140	250-500	800-1600	3000-6000
Water, % maximum	T 55	0.5	0.5	0.5	0.5
Total Distillate to 680°F, %	T 78	10-30	4-20	2-12	0-5
Kinematic Viscosity of Distillation Residue at 140°F, stokes	T 201	4-70	8-100	20-160	40-350
Ductility of Asphalt Residue at 77°F, cm., minimum	T 51	100	100	100	100
Solubility in $CHCL.CCL_2$*, % min.	T 44	99	99	99	99

*Trichloroethylene, Reagent Grade.

ANIONIC EMULSIFIED ASPHALTS

General Requirement:

The anionic emulsified asphalts furnished under this specification shall be an emulsion of asphalt cement, water and an emulsifying agent. The emulsified asphalt shall be homogeneous. It shall show no separation of asphalt after thorough mixing within 30 days after delivery. It shall meet the following requirements when tested in accordance with AASHTO Method T 59-76I.

Type	*Rapid Setting*				*Slow Setting*			
Grade	*RS-1*		*RS-2*		*SS-1*		*SS-1h*	
	Min.	*Max.*	*Min.*	*Max.*	*Min.*	*Max.*	*Min.*	*Max.*
Tests on Emulsions:								
Viscosity SSF @ 77°F.	20	100			20	100	20	100
Viscosity SSF @ 122°F.			75	400				
Settlement 5 days, % (a)		5		5		5		5
Storage Stability 1 day (b)		1		1		1		1
Demulsibility 35 ml .02N								
Calcium Chloride (c)	60		60					
Cement Mixing Test, %						2 0		2.0
Sieve Test, %		0.10		0.10		0.10		0.10
Residue by distillation %	55		63		57		57	
Tests on Residue from Distillation Test:		(d)		(d)				
Penetration @ 77°F.	100	200	100	200	100	200	40	90
Ductility, 77°F.								
5 cm/min., cm.	40		40		40		40	
Solubility in tri-								
chloroethylene %	97.5		97.5		97.5		97.5	

(a) The test requirement for settlement may be waived when the emulsified asphalt is used in less than 5 days time; or the purchaser may require that the settlement test be run from the time the sample is received until it is used, if the elapsed time is less than 5 days.
(b) The 24-hour (1 day) storage stability test may be used instead of the 5-day settlement test.
(c) The demulsibility test shall be made within 30 days from date of shipment.
(d) A harder base asphalt meeting current paving asphalt specifications may be specified with the provision that the test requirements on the Residue from Distillation be waived.

CATIONIC EMULSIFIED ASPHALTS

General Requirement:

The cationic emulsified asphalts furnished under this specification shall be an emulsion of asphalt cement, water and an emulsifying agent. The emulsified asphalt shall be homogeneous. It shall show no separation of asphalt after thorough mixing within 30 days after delivery. It shall meet the following requirements when tested in accordance with AASHTO Method T 59

Type	*Rapid Setting*				*Medium Setting*						*Slow Setting*			
Grade	*CRS-1*		*CRS-2*		*CMS-2S*		*CMS-2*		*CMS-2h*		*CSS-1*		*CSS-1h*	
	Min.	*Max.*	*Min.*	*Max.*	*Min.*	*Max.*	*Min.*	*Max.*	*Min.*	*Max.*	*Min.*	*Max.*	*Min.*	*Max.*
Test on Emulsions:														
Viscosity SSF @ 77°F. sec.											20	100	20	100
Viscosity SSF @ 122°F. sec.	20	100	100	400	50	450	50	450	50	450				
Settlement 5 days, % (a)		5		5		5		5		5		5		5
Storage Stability Test 1 day (b)		1		1		1		1		1		1		1
Demulsibility 35 ml. 0.8% sodium dioctyl sulfosuccinate, % (c)	40		40											
Coating ability & water resistance:														
Coating, dry aggregate					Good		Good		Good					
Coating, after spraying					Fair		Fair		Fair					
Coating, wet aggregate					Fair		Fair		Fair					
Coating, after spraying					Fair		Fair		Fair					
Particle charge test	Positive		Positive		Positive		Positive		Positive		Positive(e)		Positive(e)	
Sieve test, %		0.10		0.10		0.10		0.10		0.10		0.10		0.10
Cement mixing test, %												2.0		2.0
Classification test	Passes		Passes											
Distillation:														
Oil distillate by vol. of emulsion %		3		3		20		12		12				
Residue, %	60		65		60		65		65		57		57	
Tests on Residue from distillation test:	(d)		(d)											
Penetration, 77°F.	100	250	100	250	100	250	100	250	40	90	100	250	40	90
Ductility, 77°F., 5 cm/min., cm.	40		40		40		40		40		40		40	
Solubility in trichloroethylene, %	97.5		97.5		97.5		97.5		97.5		97.5		97.5	

(a) The test requirement for settlement may be waived when the emulsified asphalt is used in less than 5 days time; or the purchaser may require that the settlement test be run from the time the sample is received until it is used, if the elapsed time is less than 5 days.

(b) The 24-hour (1 day) storage stability test may be used instead of the 5 day settlement test.

(c) The demulsibility test shall be made within 30 days from date of shipment.

(d) A harder base asphalt meeting current paving asphalt specifications may be specified with the provision that the test requirements on the Residue from Distillation be waived.

(e) Must meet a pH requirement of 6.7 maximum (AASHTO T 200 pH of Aqueous Solutions with the Glass Electrode) if the Particle Charge Test result is inconclusive.

SUPPLEMENT TO

OREGON STATE HIGHWAY DIVISION

1982 Specifications for

ASPHALT MATERIALS

(Effective on contracts and purchase orders advertised after January 1, 1982)

Alternate A

The following specification may be used as an alternate for furnishing asphalt cements to the State of Oregon based on viscosity graded asphalt cement at 140°F (60°C) on RTFC residue.

Characteristics	*AASHTO Test Methods*	*Viscosity Grades (Based on Residue from Rolling Thin Film Oven)*		
Tests on RTFO Residue	**T240[1]**	**AR2000W**	**AR4000W**	**AR8000W**
Viscosity, 60°C (140°F), poise	T202	1500-2500	2500-5000	6000-10,000
Viscosity, 135°C (275°F), Cs-min.	T201	200	275	400
Penetration, 25°C (77°F) 100g., 5 sec.-minimum	T 49	50	40	30
Percent of original pen., 25°C (77°F)-minimum	T 49	40	45	50
Ductility, 25°C (77°F), 5 cm per min., cm-min.	T 51	-	-	75
Ductility, 7°C (45°F), 1 cm per min., cm-minimum	WSHD 213A[2]	20	10	-
Tests on Original Asphalt				
Flash Point, COC, °F, Min.	T 48	425	440	450
Solubility in Trichloro-ethylene, Percent-min.	T 44	99.0	99.0	99.0

[1] AASHTO T 179 (Thin Film Oven Test) may be used, but AASHTO T240 shall be the referee method.

[2] Washington State Highway Department Test Method No. 213A.

AASHTO M 226 Table 1 (Modified)

Alternate B

The following specification may be used as an alternate for furnishing asphalt cements to the State of Oregon based on viscosity graded asphalt cement at 140°F (60°C) on original asphalt.

Characteristics	*AASHTO Test*	*Viscosity Grades (Based on Original Asphalt)*			
		AC-2.5	AC-5	AC-10	AC-20
Tests on Original Asphalt		200-300	400-600	800-1200	1600-2400
Viscosity, 60 C (140 F), poises	T202	210	130	80	50
Penetration, 25 C (77 F), Min.	T 49	100	130	170	230
Viscosity, 135 C (275 F), Cs-min.	T201	325	350	425	450
Flash Point, COC, °F, Min.	T 48	99.0	99.0	99.0	99.0
Solubility in trichloroethylene, % Min.	T 44				
Tests on residue from Rolling Thin-Film Oven	T240				
Viscosity, 60 C (140 F) poises-maximum	T202	1000	2000	4000	8000
Ductility, 25 C (77 F) 5 cm per minute cm-minimum	T 51	100[1]	100	75	75

[1] If ductility is less than 100, material will be accepted if ductility at 15.6 C (60 F) is 100 minimum.

109.03 SCOPE AND LIMIT OF PAYMENT

This subsection 109.03 is being revised. It will include the price adjustments for nonspecification materials.

Until further notice, continue using the Bid Item Price Adjustment procedures under subsection 109.07 (PAYMENT FOR EXTRA AND FORCE ACCOUNT WORK) in the Construction Manual, Advance Issue of October 1977.

109.07 PAYMENT FOR EXTRA AND FORCE ACCOUNT WORK

PRICE AGREEMENTS

Bid Item Price Adjustment

General

Price adjustments and material acceptance procedures must have standardization statewide. All price adjustment procedures and computations must be approved by the Construction Engineer before a "price adjustment" Price Agreement is prepared to modify the contract. To expedite the completion of final records and to avoid interest payments to the contractor, the price adjustment computations and supporting data must be sent to the Construction Section as soon as work is completed on the item.

Price adjustment for non-specification material shall be made whenever the material does not meet substantial compliance with specification and the material is determined to be suitable for the use intended.

As soon as the engineer becomes aware of a deficiency in the work or materials he shall promptly notify the contractor to take immediate steps to correct the problem in accordance with the plans and specifications. (See Sub-section 106.11.)

Should it be found that some extenuating circumstance, such as faulty specifications, etc., makes it virtually impossible to meet the specification requirements a contract revision is to be made at that time rather than waiting until the end of the operation and attempting to make a price adjustment to allow acceptance.

Material that is not in substantial compliance with specifications shall not be paid for until the deficiencies have been

corrected or the material is determined to be suitable for the use intended and a price adjustment has been approved. If a contractor does not agree to the price adjustment the material not in substantial compliance will not be paid for until the Semi-final Estimate is submitted, at which time the adjustment will be entered on the Project Estimate and Cost Report, Form 81-734-3498, under the Adjustment Section (6000 Series).

The contractor is not obligated to accept an adjusted price. He has the privilege of replacing non-specification material with specification material and receiving the full contract price. The engineer, on the other hand, is not obligated to accept non-specification material. Depending on the situation, specification material may be required. Each deviation must be analyzed on its own merits and the decision pertaining to acceptance must be based on an evaluation of the deviation.

Laboratory Tested Material

Laboratory tested materials (see page 106.11-2) must conform to specification requirements in order to be in substantial compliance. Any such material not in substantial compliance will be rejected or, if determined to be suitable for the use intended, accepted at an adjusted price. The adjustment in price must be approved by the Construction Engineer prior to accepting or paying for the materials. Assistance in determining a proper price adjustment may be obtained from the Salem Materials Section, the Construction Section, or the appropriate Design Section.

Field Tested Materials

For these materials a price adjustment shall be made on all non-specification material incorporated in the finished work whenever the material does not meet the requirements for "substantial compliance". (See page 106.11-3)

determined by averaging the density readings taken in each unit or fractional unit.

Bituminous Materials (S.S. 401 and 702):

If the sampling and testing procedures described in Sub-section 106.08 indicate that some of the asphalt does not meet specifications but is suitable for the use intended, a price adjustment may be in order. If the quantity of non-specification asphalt is 10 percent or less of the total asphalt incorporated into the project no price adjustment is to be made.

If the quantity of non-specification asphalt amounts to more than 10 percent of the total quantity incorporated into the project a price reduction is required and will be applied to all non-specification asphalt.

The price adjustment is determined by multiplying the tons of all non-specification asphalt by 25 percent of the invoice price of the asphalt less shipping charges. A copy of the asphalt invoice showing the breakdown on this cost is to accompany the price agreement.

Portland Cement Concrete (S.S. 450 and 504):

A. General

A close check during the production phase of the aggregates is necessary to assure substantial conformance to the specifications. If aggregates

JOB CONTROL AND RECORD SAMPLING AND TESTING								
BID SPEC. NO.	TYPE OF CONSTRUCTION	MATERIAL	MATERIAL SPEC. NO.	CLASS AND Type OF TEST	SAMPLING PROCEDURE	TESTING PROCEDURE	REPORT FORM NUMBER	FREQUENCY OF TESTING
401 & 403 Cont.	Asphalt Conc. Pavement	Aggregate (Production)	703.08	RECORD Progress (Gradation, PI, Fracture, Degradation, Abrasion, Soundness.)	— OSHD AASHTO T2	— OSHD (Salem Lab tests as required.)	734-3469 734-3880	Observe JOB CONTROL sampling & testing at random. Submit to Matl's. Sec. a minimum of one 50 lb. sample for each 25,000 tons of each size material. Submit a minimum of one sample of each size per project. (Submit additional samples if full JOB CONTROL retesting of stockpiled materials is necessary.)
		Asphalt	702	JOB CONTROL (Sample for use by Matl's. Sec. in Mix Design)			734-3071	Notify Matl's. Sec. of supplier & source. If not in stock at Matl's. Sec., submit six - one quart samples of each grade. Include manufacturers certification.
		(Anti Stripping Additive)		(Sample for use by Matl's. Sec. in Mix Design)			734-3071	When test results indicate a deficiency in the index of retained strength or percent coating, submit a one pint sample of each brand and type proposed for use.
		Asphalt		Check Test	OSHD (See page III-88 in Insp.Manual)	(As Required by Specs.)	734-3071	Submit samples as required by guidelines. (See Check Samples for Bituminous Material - Asphalt in this subsection 106.08.) One set of two-one quart samples is to represent the asphalt used from storage tanks between delivery periods. If more than 50 tons of asphalt is used between deliveries, then samples shall be taken for each additional 50 tons of asphalt used. (Suppliers certification required for immediate use.)

JOB CONTROL AND RECORD SAMPLING AND TESTING								
BID SPEC. NO.	TYPE OF CONSTRUCTION	MATERIAL	MATERIAL SPEC. NO.	CLASS AND Type OF TEST	SAMPLING PROCEDURE	TESTING PROCEDURE	REPORT FORM NUMBER	FREQUENCY OF TESTING
401 & 403 Cont.	Asphalt Conc. Pavement	Asphalt	702	RECORD Progress	OSHD (See Page III-88 in Insp.Manual	(As req'd. by Specs.)	734-3469 734-3071	Observe JOB CONTROL sampling at random. Submit to Matl's. Sec. a minimum of one - one quart sample for each 25,000 tons of mix. Minimum of one sample per project.
		A.C. Mixture	401.11-401.16	JOB CONTROL Quality Control [PI(Aggr.), Gradation, % Asphalt (Rot'rx.)] (Tank Stick & Moisture %)	OSHD AASHTO T168	OSHD AASHTO T30	734-3083	Minimum of two tests each shift. One test to represent a maximum of 2,000 tons. Testing frequencies & tank sticks as necessary, for material control. Minimum of one moisture test each shift.
				Check Test [Gradation, % Asphalt (Rot'rx) & Retained Strength]	OSHD AASHTO T168	OSHD AASHTO T30 (At Salem Lab as required)	734-3880	Submit a 15 lb. mix sample to Matl's. Sec. at beginning of production & for each 10,000 tons thereafter.
				RECORD Progress (All specified)	OSHD	(At Salem Lab as Required)	734-3469 734-3880	Observe JOB CONTROL sampling & testing at random. Submit a minimum of one 15 lb. sample to Matl's. Sec. for each 25,000 tons of mix. Minimum of one sample for each project.

(Rev 11-81)

-Example-

Pass or Fail	P				F					P
Original Sample No.	(1)	2	3	4	(5)	6	7	8	9	(10)
Backup Sample No.										

(Sample numbers enclosed in a ◯ are to be originally sent in)

Note: Sample No. 5 Failed, therefore Samples 5B along with original samples 2, 3, 4, 6, 7, 8 and 9 must be sent in for testing.

Sample Data Sheet

A Sample Data Sheet, Form 734-3071, is to be prepared for each sample or group of samples submitted. The sheet should show the date(s) sampled, the number of tons of asphalt that each sample represents, and include the brand and grade. (The quantity of liquid paving asphalt represented by the test sample may be determined using the method on page III-89 in the Inspector's Manual.)

A record of the date sampled and tonnage represented is to be included under Remarks, on the data sheet, for the preceding samples which are not being submitted. Also, include the total tonnage represented by the preceding samples plus the tonnage represented by the submitted sample. As an example, Sample No. 15 may represent 25 tons and this should be shown after "Quantity of material represented by this sample". Also, under Remarks show:

Sample No. 11(6-5-77) - 23 ton; No. 12(6-5-77) - 26 ton;
No. 13(6-9-77) - 24 tons; No. 14(6-10-77) 25 ton.
Total of Samples 11 thru 15 = 123 tons

CHECK SAMPLES FOR BITUMINOUS MATERIAL (ASPHALT)

Asphalt cement may be incorporated into the project upon delivery, providing a proper Manufacturer's Certification is provided. However, due to problems that have been encountered with contamination, etc., it is necessary to test the asphalt material further to determine if it meets specification requirements. Testing and the determination of nonspecification asphalt shall be made by the Materials Section.

Sampling

A set of two 1-quart asphalt samples is required to be taken after each addition of asphalt into the storage tank during the time the paving plant is in operation. A period of mixing time in the storage tank should be allowed prior to the taking of a sample. Samples are to be taken from the line between the storage tank and the asphalt plant. From the start of the project, the samples of asphalt are numbered consecutively. As an example, at the start of operations take two samples and number them 1 and 1B, the next samples should be numbered 2 and 2B, etc. The single number sample will be considered the original and the ones with a B designation are the backup samples.

Submission of Samples

The first original sample and every fifth original sample thereafter are to be submitted to the Materials Section for testing. As long as all these original samples meet specifications, all the asphalt accepted up to that time will be considered to meet specifications. Backup samples are to be submitted only when the original fails to meet specifications.

If one of the original samples fails to meet requirements, then its backup sample must be submitted along with all original retained samples taken previously (back to a passing sample) and afterwards to the next passing sample.

Form 61-734-2071

Laboratory number
82 6440
(Do not use this space)

OREGON STATE HIGHWAY DIVISION
MATERIALS AND RESEARCH SECTION

SAMPLE DATA SHEET

Data Sheet

№ 26131

Type of Material Liquid Asphalt

Project Juniper Canyon Rd - Lexington / Echo Hwy (Give name of section or bridge upon which material is to be used or from which sample is submitted) Prefix No. 525-1073

Highway Bombing Range Road County MORROW

Contractor Eucon Corp of Idaho (Give name of contractor if work is under contract) Contract No. 9434 F.A. Project No. FAS B564

Submitted by Bobby D. Johnson Title Project Mangr. Address Pendleton

B.P.R. Record Sample ✓ Control Sample Check Sample

Identification of sample: 26131 (Preferably use sample number given at top of this sheet) Sample No. 1 (Numbers for each job to begin with one)

Shipped (Date) By (Express, parcel post, freight) Approximate quantity 75 ton

Sampled by R W Olmsted Title Tech I Address Pendleton

If sample submitted is of material to be used in construction or maintenance fill in following:

Material description AR4000 W (Type, size, grade) To be used in Class B AC Pavement construction (Bridge, culvert, pavement, macadam, base)

What particular part of work? Class B AC (Class A, B or C concrete, piers, superstructure, top course, base)

Tests required Suitability

Have qualifying tests been made for this project? Yes ✓ No

Source of sample Chevron (Original source for natural materials or company name for manufactured materials)

Date sampled 6-9-82 Sampled at Job Site

Has material from same source been tested previously? NO If so, give sample numbers

Quantity of material represented by this sample Quantity represented by previous samples for this project

RECEIVED
JUN 14 1982
MATERIALS DIVISION
OFFICE

If sample is a paving sample taken from pavement in place, fill in following:

Kind of pavement Course

Location by station numbers Quantity represented

Date laid Date sampled

Remarks:
#3 PROGRESS Record
sample witnessed by
Guy R Eckhardt

INSTRUCTIONS:
This form is to be filled out and submitted whenever a sample of material or pavement is sent in for laboratory test or analysis. White sheet to be mailed directly to Engineer of Materials, Salem, Oregon 97310, and blue to Regional Engineer, except in the case of material for bridge construction when the blue copy is sent to Bridge Engineer, Salem, Oregon 97310. Yellow sheet to be retained by inspector or field engineer. If the submitter of the sample is not the engineer in charge, the engineer should be named in the remarks. Note should be made if the material is to pass special specifications. The sample should be sent directly to Engineer of Materials, Testing Laboratory, Salem, Oregon 97310, and should be marked with the sample number appearing at the top of this page.

Respectfully submitted,

Richard W Olmsted

Laboratory number
82 7743 -47
(Do not use this space)

OREGON STATE HIGHWAY DIVISION
ATERIALS AND RESEARCH SECTI

Data Sheet

SAMPLE DATA SHEET

№ 26133

Type of Material Liquid Asphalt

Project Juniper Canyon Rd. ~ Lexington-Echo Hwy (Give name of section or bridge upon which material is to be used or from which sample is submitted) Prefix No. 525-1073

Highway FAS B 564 (Bombing Range Road) County Morrow

Contractor Eucon Corp. of Idaho (Give name of contractor if work is under contract) Contract No. 9434 F.A. Project No. RS-B-564(3)

Submitted by Bobby D. Johnson Title Project Manager Address Pendleton

B.P.R. Record Sample 6 Backup Control Sample 1, 5, 10, 15 Check Sample

Identification of sample: 26133 A, B, C, D, E (Preferably use sample number given at top of this sheet) Sample No. 1, 5, 6A, 10, & 15 (Numbers for each job to begin with one)

Shipped 7-2-82 (Date) By (Express, parcel post, freight) Approximate quantity 5 Quarts

Sampled by Richard Alexander Title ET-1 Address Pendleton

If sample submitted is of material to be used in construction or maintenance fill in following:

Material description AR4000 W w/0.3 Pave Bond Special (Type, size, grade) To be used in Pavement (Bridge, culvert, pavement, macadam, base) construction

What particular part of work? Base & Top (Class A, B or C concrete, piers, superstructure, top course, base)

Tests required Suitability Sample 6A Back up for Paving Record Sample

Have qualifying tests been made for this project? Yes X No

Source of sample Chevron (Original source for natural materials or company name for manufactured materials)

Date sampled ①6-7-82 ②6-8-82 ③6-9-82 ④6-11-82 ⑤6-14-82 Sampled at Job Site

Has material from same source been tested previously? YES If so, give sample numbers 26131

Quantity of material represented by this sample All Quantity represented by previous samples for this project

If sample is a paving sample taken from pavement in place, fill in following:

Kind of pavement Course

Location by station numbers Quantity represented

Date laid Date sampled

Remarks: Sample #6A 26133-C is a Backup sample for Lab #82-6440.

INSTRUCTIONS:
This form is to be filled out and submitted whenever a sample of material or pavement is sent in for laboratory test or analysis. White sheet to be mailed directly to Engineer of Materials, Salem, Oregon 97310, and blue to Regional Engineer, except in the case of material for bridge construction when the blue copy is sent to Bridge Engineer, Salem, Oregon 97310. Yellow sheet to be retained by inspector or field engineer. If the submitter of the sample is not the engineer in charge, the engineer should be named in the remarks. Note should be made if the material is to pass special specifications. The sample should be sent directly to Engineer of Materials, Testing Laboratory, Salem, Oregon 97310, and should be marked with the sample number appearing at the top of this page.

Respectfully submitted,

Bobby D. Johnson Proj. Manag.
by

Form 81-734-8071

Laboratory number
814968-69
(Do not use this space)

OREGON STATE HIGHWAY DIVISION
MATERIALS AND RESEARCH SECTION

Data Sheet

SAMPLE DATA SHEET

№ 18072

Type of Material Liq. Asph.

Project Juniper Can. Rd ~ Lex-Echo Hwy (Give name of section or bridge upon which material is to be used or from which sample is submitted) Prefix No. 525-1073

Highway Bombing Range Road County Morrow

Contractor Eucon Corp. of Idaho (Give name of contractor if work is under contract) Contract No. 9934 F.A. Project No. RS-B564(3)

Submitted by B.D. Johnson Title Project Manager Address Pendleton

B.P.R. Record Sample ..... Control Sample ..... Check Sample .....

Identification of sample: 18072 A & 18072 B (Preferably use sample number given at top of this sheet) Sample No. 3A & 6 (Numbers for each job to begin with one)

Shipped 10-27-82 (Date) By ..... (Express, parcel post, freight) Approximate quantity 2 Bbl

Sampled by RW Alexander Title ET-1 Address Pendleton

If sample submitted is of material to be used in construction or maintenance fill in following:

Material description AR 4000 w/ w 6.3% Rubber (Type, size, grade) to be used in C1. B AC. (Bridge, culvert, pavement, macadam, base) construction

What particular part of work? ..... (Class A, B or C concrete, piers, superstructure, top course, base)

Tests required See Remarks

Have qualifying tests been made for this project? Yes X No .....

Source of sample Chevron Oil Co. (Original source for natural materials or company name for manufactured materials)

Date sampled (3A-6-9-82) 6-10-82 Sampled at Plant Site

Has material from same source been tested previously? yes If so, give sample numbers 1, 3, 5, 6, 9, 10, & 13

Quantity of material represented by this sample ..... Quantity represented by previous samples for this project .....

If sample is a paving sample taken from pavement in place, fill in following:

Kind of pavement ..... Course .....

Location by station numbers ..... Quantity represented .....

Date laid ..... Date sampled .....

Remarks: On Sample #3A Run Test that Failed on Lab #6440
on Sample #6 Run tests that Failed on Lab # 7745
(Expedite)

INSTRUCTIONS:
This form is to be filled out and submitted whenever a sample of material or pavement is sent in for laboratory test or analysis. White sheet to be mailed directly to Engineer of Materials, Salem, Oregon 97310, and blue to Regional Engineer, except in the case of material for bridge construction when the blue copy is sent to Bridge Engineer, Salem, Oregon 97310. Yellow sheet to be retained by inspector or field engineer. If the submitter of the sample is not the engineer in charge, the engineer should be named in the remarks. Note should be made if the material is to pass special specifications. The sample should be sent directly to Engineer of Materials, Testing Laboratory, Salem, Oregon 97310, and should be marked with the sample number appearing at the top of this page.

Form 734-8071

Respectfully submitted,

B.D. Johnson Proj. Mgr.
by [signature]

Form 81-734-8071

Laboratory number
8215633-36
(Do not use this space)

OREGON STATE HIGHWAY DIVISION
MATERIALS AND RESEARCH SECTION

Data Sheet

SAMPLE DATA SHEET

№ 18073

Type of Material Liquid Asphalt

Project Juniper Can. Rd. - Lex/Echo Hwy (Give name of section or bridge upon which material is to be used or from which sample is submitted) Prefix No. 525-1073

Highway FAS B564 (Bombing Rng. Rd) County Morrow

Contractor Eucon Corp. of Idaho (Give name of contractor if work is under contract) Contract No. 9434 F.A. Project No. RS-B564(3)

Submitted by B.D. Johnson Title Proj. Mgr. Address Pendleton

B.P.R. Record Sample ..... Control Sample ..... Check Sample ✓

Identification of sample: 18073 (Preferably use sample number given at top of this sheet) Sample No. 1A, 5A, 10A+15A. (Numbers for each job to begin with one)

Shipped 11-10-82 (Date) By Parcel Post (Express, parcel post, freight) Approximate quantity 4 CANS

Sampled by R.W. Alexander Title Tech I Address Pendleton

If sample submitted is of material to be used in construction or maintenance fill in following:

Material description Chevron AR4000W 0.2% Pave Bond (Type, size, grade) To be used in Pavement (Bridge, culvert, pavement, macadam, base) construction

What particular part of work? Class 'B' A.C. (Class A, B or C concrete, piers, superstructure, top course, base)

Tests required Asph. Penetration Residue (only)

Have qualifying tests been made for this project? Yes X No .....

Source of sample Chevron (Original source for natural materials or company name for manufactured materials)

Date sampled June 7, 9, 10 + 11 Sampled at Plant Site

Has material from same source been tested previously? YES If so, give sample numbers 1, 5, 10, 15, 3, 3A, 6, 6A

Quantity of material represented by this sample 455 Quantity represented by previous samples for this project 455

If sample is a paving sample taken from pavement in place, fill in following:

Kind of pavement ..... Course .....

Location by station numbers ..... Quantity represented .....

Date laid ..... Date sampled .....

Remarks:

INSTRUCTIONS:
This form is to be filled out and submitted whenever a sample of material or pavement is sent in for laboratory test or analysis. White sheet to be mailed directly to Engineer of Materials, Salem, Oregon 97310, and blue to Regional Engineer, except in the case of material for bridge construction when the blue copy is sent to Bridge Engineer, Salem, Oregon 97310. Yellow sheet to be retained by inspector or field engineer. If the submitter of the sample is not the engineer in charge, the engineer should be named in the remarks. Note should be made if the material is to pass special specifications. The sample should be sent directly to Engineer of Materials, Testing Laboratory, Salem, Oregon 97310, and should be marked with the sample number appearing at the top of this page.

79838-734

Respectfully submitted,

L. J. Carter, ET I
FOR B. D. Johnson, Proj. Mgr

Form 6-730-8004

Express Record

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq. Asphalt Chev. AR4000W

Laboratory No. 82-6440

Project Juniper Canyon Rd.-Lexington/Echo Hwy. Date Sheet No. 26131

Highway FAS B564 (Bombing Range Rd.) Prefix 525-1073

Contractor Bacon Corp. of Idaho No. 9434 Laboratory charge 16.00

Submitted by B.D. Johnson Date received 6-16-82

Source of material Chevron Oil Co. Date reported 6/23/82

Sampled or inspected at Job Site To be used FA Proj. RS-B564(3) Class "B" A/C

Sampled or inspected by R.W. Alexander Date sampled 6-9-82 Quantity represented

Sample No. 1 Complete Test

TEST RESULTS

Paving Asphalt

T 73	Flash point, closed cup	°F.
T 44	Solubility in CHCl: CCl,	99.88 %
T 49	Penetration at 77° F/39.2°F.	70/20 cm/100
	Penetration ratio 39.2% F/77° F.	29
T240	Paving Asphalt RTF (c) Residue	1.31 % Loss
T201	Viscosity, Kinem. at 275°F.	500 C.s.
T202	Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac.	5367 p.
T 49	Penetration at 77° F.	33 cm/100
	% of orig. Penetration	47
T 51	Ductility at 77° F. / 45° F	100+ / 13 cm.

Emulsified Asphalt

T 59	Viscosity, S. F. at °F.	sec.
T 59	Sieve test	%
T 59	Residue by distillation to 500° F.	%
T 59	Oil distillate in	%
T 49	Penetration of Res. at 77° F.	cm/100
T 44	Solubility in CHCl: CCl,	%
T 51	Ductility at 77° F.	cm.

T170 ORIGINAL ~~Abson Recovery of~~ Asphalt

T201	Viscosity, Kinem. at 275°F.	267 C.s.
T202	Viscosity @ 140°F., 30 Cm Hg., Vac.	1448 p.
T 49	Penetration of Res. at 77° F.	cm/100

Liquid Asphalt

T 48	Flash point, open cup	530 °F
T201	Viscosity, Kinem. at 140°F.	C.s.
T 78	Distillation (%of total distillate to 680° F.):	
	To 374° F.	%
	To 437° F.	%
	To 500° F.	%
	To 600° F.	%
	Residue from distillation to 680° F.	
	Volume, % by difference	%
	Water	%

Liquid Asphalt Residue

T 49	Penetration at 77° F.	cm/100
T 44	Solubility in CHCl: CCl,	%
T 51	Ductility at 77° F.	cm.

M190 Pipe Coating (Bituminous)

T 44	Solubility in CHCl: CCl,	%
T 49	Penetration at 77° F.	cm/100
T 47	Loss on heating at 325° F.	%
T 49	Penetration of Res. at 77° F.	% of orig.

REPORT TO:

- X ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer B. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- X ☐ Files
- x Chevron
- x V. Moore

RECOMMENDATION: FAILS Residue PEN AND Residue Absolute Viscosity

Material as represented by this sample [~~does~~] [does not] comply with specifications.

Engineer of Materials

Form 81-701-0204

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

Chev. AR4000W / .3% Pave Bond Spc.

Laboratory No. R 7743

Project Juniper Canyon Rd. - Lexington/Echo Hwy. | Data Sheet No. 26133-A

Highway FAS B564 (Bombing Range Rd.) | Prefix 525-1073

Contractor Eucon Corp. of Idaho No. 9434 | Laboratory charge 71.00

Submitted by B.D. Johnson | Date received 7-8-82

Source of material Chevron | Date reported 7/14/82

Sampled or inspected at Job Site To be used Pavement Base & Top | FA Proj. RS-B564(3)

Sampled or inspected by R. Alexander Date sampled 6-7-82 Quantity represented ALL

Sample No. 1

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.

T 44 Solubility in CHCl: CCl_4 . . ..%

T 49 Penetration at 77° F. . . . 76 cm/100

Penetration ratio 39.2% F/77° F. .....

T240 Paving Asphalt RTF (c) Residue

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . 4339 p.

T 49 Penetration at 77° F. cm/100

% of orig. Penetration . . . .

T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.

T 59 Sieve test . . . .%

T 59 Residue by distillation to 500° F. .....%

T 59 Oil distillate in . . . .%

T 49 Penetration of Res. at 77° F. cm/100

T 44 Solubility in CHCl: CCl_4 . . ..%

T 51 Ductility at 77° F. . . . .cm.

T170 **Abson Recovery of Asphalt**

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.

T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . 450+ °F

T201 Viscosity, Kinem. at 140°F. . .....C.s.

T 78 Distillation (%of total distillate to 680° F.):

To 374° F. . . . .%

To 437° F. . . . .%

To 500° F. . . . .%

To 600° F. . . . .%

Residue from distillation to 680° F.

Volume, % by difference .....%

Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100

T 44 Solubility in CHCl: CCl_4 . . ..%

T 51 Ductility at 77° F. . . . .cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in CHCl: CCl_4 . . ..%

T 49 Penetration at 77° F. cm/100

T 47 Loss on heating at 325° F. . . ..%

T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:

- ☐ F.H.W.A.
- X ☑ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☑ Resident Engineer

B. D. Johnson

- ☐ District Engineer
- ☐ Foreman
- X ☑ Files

x V. Moore

x Eucon Corp. of ID

RECOMMENDATION:

Material as represented by this sample [does] [does not] comply with specifications.

Engineer of Materials

Form 11-726-2054

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Chev. AR4000W / .3% Pave Bond Spc.

Laboratory No. R 7744

Data Sheet No. 26133-B

Project Juniper Canyon Rd. - Lexington/Echo Hwy.

Prefix 525-1073

Highway FAS B564 (Bombing Range Rd.)

Laboratory charge 71.00

Contractor Eucon Corp. of Idaho No. 9434

Date received 7-8-82

Submitted by B.D. Johnson

Date reported 7/14/82

Source of material Chevron

FA Proj. RS-B564(3)

Sampled or inspected at Job Site To be used Pavement Base & Top

Sampled or inspected by R. Alexander Date sampled 6-8-82 Quantity represented

Sample No. 5

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.

T 44 Solubility in CHCl: CCl, ...%

T 49 Penetration at 77° F. . . . 77 cm/100

Penetration ratio 39.2% F/77° F. .....

T240 Paving Asphalt RTF (c) Residue

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . 4272 p.

T 49 Penetration at 77° F. cm/100

% of orig. Penetration . . . .

T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.

T 59 Sieve test . . . .%

T 59 Residue by distillation to 500° F. .....%

T 59 Oil distillate in . . . .%

T 49 Penetration of Res. at 77° F. cm/100

T 44 Solubility in CHCl: CCl, ...%

T 51 Ductility at 77° F. . . . .cm.

T170 Abson Recovery of Asphalt

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.

T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . 450+ °F

T201 Viscosity, Kinem. at 140°F. . .....C.s.

T 78 Distillation (%of total distillate to 680° F.):

To 374° F. . . . .%

To 437° F. . . . .%

To 500° F. . . . .%

To 600° F. . . . .%

Residue from distillation to 680° F.

Volume, % by difference .....%

Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100

T 44 Solubility in CHCl: CCl, ...%

T 51 Ductility at 77° F. . . . .cm.

M190 Pipe Coating (Bituminous)

T 44 Solubility in CHCl: CCl, ...%

T 49 Penetration at 77° F. cm/100

T 47 Loss on heating at 325° F. . . ..%

T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer

B. D. Johnson

- ☐ District Engineer
- ☐ Foreman
- x ☐ Files

x V. Moore

x Eucon Corp. of ID

RECOMMENDATION:

Material as represented by this sample [does] [d[redacted]t] comply with specifications.

Engineer of Materials

SP*76687-734

Form 81-734-3384

Progress Record

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Chev. AR4000W / .3% Pave Bond Spc.

Laboratory No. 82 7745
Data Sheet No. 26133-C
Prefix 525-1073
Laboratory charge 16.00
Date received 7-8-82
Date reported 7/21/82
FA Proj. RS-B564(3)

Project Juniper Canyon Rd. - Lexington/Echo Hwy.
Highway FAS B564 (Bombing Range Rd.)
Contractor Eucon Corp. of Idaho No. 9434
Submitted by B.D. Johnson
Source of material Chevron
Sampled or inspected at Job Site To be used Pavement Base & Top
Sampled or inspected by R. Alexander Date sampled 6-9-82 Quantity represented

Sample No. 6A Complete Test Backup

TEST RESULTS

Paving Asphalt

T 73	Flash point, closed cup	°F.
T 44	Solubility in CHCl: CCl₄	99.89 %
T 49	Penetration at 77° F./39.2° F.	74/24 cm/100
	Penetration ratio 39.2% F/77° F.	32
T240	Paving Asphalt RTF (c) Residue	1.14 % loss
T201	Viscosity, Kinem. at 275°F.	451 C.s.
T202	Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac.	4323 p.
T 49	Penetration at 77° F.	39 cm/100
	% of orig. Penetration	53
T 51	Ductility at 77° F. / 45° F	100+ cm. / 11

Emulsified Asphalt

T 59	Viscosity, S. F. at ..... °F.	sec.
T 59	Sieve test	%
T 59	Residue by distillation to 500° F.	%
T 59	Oil distillate in	%
T 49	Penetration of Res. at 77° F.	cm/100
T 44	Solubility in CHCl: CCl₄	%
T 51	Ductility at 77° F.	cm.

T170 ~~Abson Recovery of~~ ORIGINAL Asphalt

T201	Viscosity, Kinem. at 275°F.	283 C.s.
T202	Viscosity @ 140°F., 30 Cm Hg., Vac.	1454 p.
T 49	Penetration of Res. at 77° F.	cm/100

Liquid Asphalt

T 48	Flash point, open cup	545 °F
T201	Viscosity, Kinem. at 140°F.	C.s.
T 78	Distillation (%of total distillate to 680° F.):	
	To 374° F.	%
	To 437° F.	%
	To 500° F.	%
	To 600° F.	%
	Residue from distillation to 680° F.	
	Volume, % by difference	%
	Water	%

Liquid Asphalt Residue

T 49	Penetration at 77° F.	cm/100
T 44	Solubility in CHCl: CCl₄	%
T 51	Ductility at 77° F.	cm.
M190	**Pipe Coating (Bituminous)**	
T 44	Solubility in CHCl: CCl₄	%
T 49	Penetration at 77° F.	cm/100
T 47	Loss on heating at 325° F.	%
T 49	Penetration of Res. at 77° F.	% of orig.

REPORT TO:

- X ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer B. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- X ☐ Files
- X Chevron
- X V. Moore
- X Eucon Corp. of ID

RECOMMENDATION: PENETRATION LOW

Material as represented by this sample [~~does~~] [does not] comply with specifications.

John C. Jantzen
Engineer of Materials

SP*78887-734

Form 61-TH-0004

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 82 7746

Chev. AR4000W / .3% Pave Bond Spc.

Project Juniper Canyon Rd. - Lexington/Echo Hwy. — Data Sheet No. 26133-D

Highway FAS B564 (Bombing Range Rd.) — Prefix 525-1073

Contractor Eucon Corp. of Idaho No. 9434 — Laboratory charge 71.00

Submitted by B.D. Johnson — Date received 7-8-82

Source of material Chevron — Date reported 7/14/82

Sampled or inspected at Job Site — To be used Pavement Base & Top — FA Proj. RS-B564(3)

Sampled or inspected by R. Alexander — Date sampled 6-11-82 — Quantity represented

Sample No. 10

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . . . °F.

T 44 Solubility in CHCl: CCl, . . . %

T 49 Penetration at 77° F. . . . 76 cm/100

Penetration ratio 39.2% F/77° F.

T240 Paving Asphalt RTF (c) Residue

T201 Viscosity, Kinem. at 275°F. . . C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . 4339 p.

T 49 Penetration at 77° F. . . . cm/100

% of orig. Penetration . . .

T 51 Ductility at 77° F. . . . . cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . . sec.

T 59 Sieve test . . . . . %

T 59 Residue by distillation to 500° F. %

T 59 Oil distillate in . . . . . %

T 49 Penetration of Res. at 77° F. . . cm/100

T 44 Solubility in CHCl: CCl, . . . %

T 51 Ductility at 77° F. . . . . cm.

T170 Abson Recovery of Asphalt

T201 Viscosity, Kinem. at 275°F. . . C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . . p.

T 49 Penetration of Res. at 77° F. . . cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . 450+ °F

T201 Viscosity, Kinem. at 140°F. . . C.s.

T 78 Distillation (%of total distillate to 680° F.):

To 374° F. . . . . %

To 437° F. . . . . %

To 500° F. . . . . %

To 600° F. . . . . %

Residue from distillation to 680° F.

Volume, % by difference . . . %

Water . . . . . %

Liquid Asphalt Residue

T 49 Penetration at 77° F. . . . cm/100

T 44 Solubility in CHCl: CCl, . . . %

T 51 Ductility at 77° F. . . . cm.

M190 Pipe Coating (Bituminous)

T 44 Solubility in CHCl: CCl, . . . %

T 49 Penetration at 77° F. . . cm/100

T 47 Loss on heating at 325° F. . . %

T 49 Penetration of Res. at 77° F. . % of orig.

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer B. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x V. Moore
- x Eucon Corp. of ID

RECOMMENDATION:

Material as represented by this sample [does] [does not] comply with specifications.

Engineer of Materials

SP*78667-734

Form 21-731-2004

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. M 7747

Chev. AR4000W / .3% Pave Bond Spc.

Data Sheet No. 26133 - E

Project Juniper Canyon Rd. - Lexington/Echo Hwy. Prefix 525-1073

Highway FAS B564 (Bombing Range Rd.) Laboratory charge 71.00

Contractor Eucon Corp. of Idaho No. 9434 Date received 7-8-82

Submitted by B.D. Johnson Date reported 7/14/82

Source of material Chevron FA Proj. RS-B564(3)

Sampled or inspected at Job Site To be used Pavement Base & Top

Sampled or inspected by R. Alexander Date sampled 6-14-82 Quantity represented

Sample No. 15

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.

T 44 Solubility in CHCl: CCl. . . ..%

T 49 Penetration at 77° F. . . . 79 cm/100

Penetration ratio 39.2% F/77° F. .....

T240 Paving Asphalt RTF (c) Residue

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . 3639 p.

T 49 Penetration at 77° F. cm/100

% of orig. Penetration . . . .

T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.

T 59 Sieve test . . . .%

T 59 Residue by distillation to 500° F. .....%

T 59 Oil distillate in . . . .%

T 49 Penetration of Res. at 77° F. cm/100

T 44 Solubility in CHCl: CCl. . . ..%

T 51 Ductility at 77° F. . . . .cm.

T170 Abson Recovery of Asphalt

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.

T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . 450+ °F

T201 Viscosity, Kinem. at 140°F. . .....C.s.

T 78 Distillation (%of total distillate to 680° F.):

To 374° F. . . . .%

To 437° F. . . . .%

To 500° F. . . . .%

To 600° F. . . . .%

Residue from distillation to 680° F.

Volume, % by difference .....%

Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100

T 44 Solubility in CHCl: CCl. . . ..%

T 51 Ductility at 77° F. . . . .cm.

M190 Pipe Coating (Bituminous)

T 44 Solubility in CHCl: CCl. . . ..%

T 49 Penetration at 77° F. cm/100

T 47 Loss on heating at 325° F. . . ..%

T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer B. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x V. Moore
- x Eucon Corp. of ID

RECOMMENDATION:

Material as represented by this sample [does] [does not] comply with specifications.

Engineer of Materials

Form 31-726-2001

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

Liq Asphalt Chevron AR-4000-W
W 1.2% Paving Bond Spec.

Laboratory No. R14968
Data Sheet No. 18072
Project Juniper Canyon Rd.-Lexington/Echo Hwy. Prefix 525-1073
Highway FAS B564 (Bombing Range Rd.) Laboratory charge 69.00
Contractor Eucon Corp. of Idaho No. 9434 Date received 10-29-82
Submitted by B.D. Johnson Date reported 11/04/82
Source of material Chevron Oil Co. FA Proj. RS-B564(3)
Sampled or inspected at Plant Site To be used Class "B" A/C
Sampled or inspected by R.W. Alexander Date sampled 6-9-82 Quantity represented

Sample No. 3A BACKUP TO #82-6440 **TEST RESULTS**

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.
T 44 Solubility in CHCl: CCl, ...%
T 49 Penetration at 77° F. . . . 82 cm/100
Penetration ratio 39.2% F/77° F. .....
T240 **Paving Asphalt RTF (c) Residue**
T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration at 77° F. . . . 37 cm/100
% of orig. Penetration . . . 45
T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.
T 59 Sieve test . . . .%
T 59 Residue by distillation to 500° F. .....%
T 59 Oil distillate in . . . .%
T 49 Penetration of Res. at 77° F. cm/100
T 44 Solubility in CHCl: CCl, ...%
T 51 Ductility at 77° F. . . . .cm.

T170 **Abson Recovery of Asphalt**

T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . .%
T201 Viscosity, Kinem. at 140°F. . .....C.s.
T 78 Distillation (%of total distillate to 680° F.):
To 374° F. . . . .%
To 437° F. . . . .%
To 500° F. . . . .%
To 600° F. . . . .%

Residue from distillation to 680° F.

Volume, % by difference .....%
Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100
T 44 Solubility in CHCl: CCl, ...%
T 51 Ductility at 77° F. . . . .cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in CHCl: CCl, ...%
T 49 Penetration at 77° F. cm/100
T 47 Loss on heating at 325° F. . . ..%
T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x Chevron
- x V. Moore
- x Eucon Corp.

B. D. Johnson

RECOMMENDATION: FAILS RESIDUE PENETRATION

Material as represented by this sample [[redacted]] [does not] comply with specifications.

Engineer of Materials

Form 31-726-2004

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq Asphalt Chevron AR-4000-W
W 1/2% Paving Bond Spec.

Laboratory No. 8214969
Data Sheet No. 18072
Prefix 525-1073
Laboratory charge 69.00
Date received 10-29-82
Date reported 11/04/82
FA Proj. RS-B564(3)

Project Juniper Canyon Rd.-Lexington/Echo Hwy.
Highway FAS B564 (Bombing Range Rd.)
Contractor Eucon Corp. of Idaho No. 9434
Submitted by B.D. Johnson
Source of material Chevron Oil Co.
Sampled or inspected at Plant Site To be used Class "B" A/C
Sampled or inspected by R.W. Alexander Date sampled 6-10-82 Quantity represented

Sample No. 6 BACKUP TO #82-7745 **TEST RESULTS**

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.
T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. . . . 73 cm/100
Penetration ratio 39.2% F/77° F. .....
T240 **Paving Asphalt RTF (c) Residue**
T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration at 77° F. . . . 36 cm/100
% of orig. Penetration . . . 49
T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.
T 59 Sieve test . . . .%
T 59 Residue by distillation to 500° F. .....%
T 59 Oil distillate in . . . .%
T 49 Penetration of Res. at 77° F. cm/100
T 44 Solubility in CHCl: CCl_4 . . ..%
T 51 Ductility at 77° F. . . . .cm.

T170 **Abson Recovery of Asphalt**

T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . .%
T201 Viscosity, Kinem. at 140°F. . .....C.s.
T 78 Distillation (%of total distillate to 680° F.):
To 374° F. . . . .%
To 437° F. . . . .%
To 500° F. . . . .%
To 600° F. . . . .%
Residue from distillation to 680° F.
Volume, % by difference .....%
Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100
T 44 Solubility in CHCl: CCl_4 . . ..%
T 51 Ductility at 77° F. . . . .cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in CHCl: CCl_4 . . ..%
T 49 Penetration at 77° F. cm/100
T 47 Loss on heating at 325° F. . . ..%
T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer
  B. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x Chevron
- x V. Moore
- x Eucon Corp.

RECOMMENDATION: FAILED RESIDUE PENETRATION

Material as represented by this sample [~~does~~] [does not] comply with specifications.

Engineer of Materials

SP*76667-734

Form 21-726-5004

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq Asphalt, Chevron AR-4000W
W/ 0.2% Pave Bond

Laboratory No. R15633
Data Sheet No. 18073
Prefix 525-1073
Laboratory charge 71.00
Date received 11-12-82
Date reported 11/22/82

Project Juniper Canyon Rd.-Lexington/Echo Hwy.
Highway FAS B564 (Bombing Range Rd.)
Contractor Bucon Corp. of Idaho No. 934
Submitted by B.D. Johnson
Source of material Chevron
Sampled or inspected at Plant Site To be used Pavement Class "B" A/C
Sampled or inspected by R.W. Alexander Date sampled 6-7-82 Quantity represented 455

FA Proj. RS-B564(3)

Sample No. 1A

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.
T 44 Solubility in CHCl: CCl₄ . . ..%
T 49 Penetration at 77° F. . . . 75 cm/100
Penetration ratio 39.2% F/77° F. .....
T240 Paving Asphalt RTF (c) Residue
T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration at 77° F. . . . 39 cm/100
% of orig. Penetration . . . 52
T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.
T 59 Sieve test . . . .%
T 59 Residue by distillation to 500° F. .....%
T 59 Oil distillate in . . . .%
T 49 Penetration of Res. at 77° F. cm/100
T 44 Solubility in CHCl: CCl₄ . . ..%
T 51 Ductility at 77° F. . . . .cm.

T170 Abson Recovery of Asphalt

T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . .%
T201 Viscosity, Kinem. at 140°F. . .....C.s.
T 78 Distillation (%of total distillate to 680° F.):
To 374° F. . . . .%
To 437° F. . . . .%
To 500° F. . . . .%
To 600° F. . . . .%

Residue from distillation to 680° F.

Volume, % by difference .....%
Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100
T 44 Solubility in CHCl: CCl₄ . . ..%
T 51 Ductility at 77° F. . . . .cm.

M190 Pipe Coating (Bituminous)

T 44 Solubility in CHCl: CCl₄ . . ..%
T 49 Penetration at 77° F. cm/100
T 47 Loss on heating at 325° F. . . ..%
T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer
  B. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x V. Moore
- x Chevron
- x Bucon Corp. of ID

RECOMMENDATION: FAIL RESIDUE PENETRATION

Material as represented by this sample [~~does~~] [does not] comply with specifications.

Engineer of Materials

Form 31-730-2304

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

Liq Asphalt, Chevron AR-4000W
W/ 0.2% Pave Bond

Laboratory No. B215634
Data Sheet No. 18073
Prefix 525-1073
Laboratory charge 11.00
Date received 11-12-82
Date reported 11/22/82
FA Proj. RS-B564(3)

Project Juniper Canyon Rd.-Lexington/Echo Hwy.
Highway FAS B564 (Bombing Range Rd.)
Contractor Eucon Corp. of Idaho No. 9434
Submitted by B.D. Johnson
Source of material Chevron
Sampled or inspected at Plant Site To be used Pavement Class "B" A/C
Sampled or inspected by R.W. Alexander Date sampled 6-9-82 Quantity represented 455

Sample No. 5A

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ....°F.
T 44 Solubility in CHCl: CCl. . . ....%
T 49 Penetration at 77° F. . . . 77 cm/100
Penetration ratio 39.2% F/77° F. ....
T240 Paving Asphalt RTF (e) Residue
T201 Viscosity, Kinem. at 275°F. . ....C.s.
T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration at 77° F. . . . 38 cm/100
% of orig. Penetration . . . 49
T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . ....sec.
T 59 Sieve test . . . .%
T 59 Residue by distillation to 500° F. ....%
T 59 Oil distillate in . . . .%
T 49 Penetration of Res. at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ....%
T 51 Ductility at 77° F. . . . .cm.

T170 **Abson Recovery of Asphalt**

T201 Viscosity, Kinem. at 275°F. . ....C.s.
T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . .%
T201 Viscosity, Kinem. at 140°F. . ....C.s.
T 78 Distillation (%of total distillate to 680° F.):
To 374° F. . . . .%
To 437° F. . . . .%
To 500° F. . . . .%
To 600° F. . . . .%
Residue from distillation to 680° F.
Volume, % by difference ....%
Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ....%
T 51 Ductility at 77° F. . . . .cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in CHCl: CCl. . . ....%
T 49 Penetration at 77° F. cm/100
T 47 Loss on heating at 325° F. . . ....%
T 49 Penetration of Res. at 77° F. . ....% of orig.

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer
  B. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x V. Moore
- x Chevron
- x Eucon Corp. of ID

RECOMMENDATION: FAILS Residue PENETRATION

Material as represented by this sample [~~does~~] [does not] comply with specifications.

Engineer of Materials

SP*76667-734

Form 31-734-0564

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq Asphalt, Chevron AR-4000W
w/ 0.2% Pave Bond

Laboratory No. 8215635
Date Sheet No. 18073
Prefix 525-1073
Laboratory charge 71.00
Date received 11-12-82
Date reported 11/22/82
FA Proj. RS-B564(3)

Project Juniper Canyon Rd.-Lexington/Echo Hwy.
Highway FAS B564 (Bombing Range Rd.)
Contractor Eucon Corp. of Idaho No. 9434
Submitted by B.D. Johnson
Source of material Chevron
Sampled or inspected at Plant Site To be used Pavement Class "B" A/C
Sampled or inspected by R.W. Alexander Date sampled 6-10-82 Quantity represented 455

Sample No.

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.
T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. . . . 77 cm/100
Penetration ratio 39.2% F/77° F. .....
T240 Paving Asphalt RTF (c) Residue
T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration at 77° F. . . . 39 cm/100
% of orig. Penetration . . . 51
T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.
T 59 Sieve test . . . .%
T 59 Residue by distillation to 500° F. .....%
T 59 Oil distillate in . . . .%
T 49 Penetration of Res. at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ..%
T 51 Ductility at 77° F. . . . .cm.

T170 **Abson Recovery of Asphalt**

T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . .%
T201 Viscosity, Kinem. at 140°F. . .....C.s.
T 78 Distillation (% of total distillate to 680° F.):
To 374° F. . . . .%
To 437° F. . . . .%
To 500° F. . . . .%
To 600° F. . . . .%
Residue from distillation to 680° F.
Volume, % by difference .....%
Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ..%
T 51 Ductility at 77° F. . . . .cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. cm/100
T 47 Loss on heating at 325° F. . . ..%
T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer
  B. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x V. Moore
- x Chevron
- x Eucon Corp. of ID

RECOMMENDATION: FAILS RESIDUE PENETRATION

Material as represented by this sample [~~does~~] [does not] comply with specifications.

Engineer of Materials

SP*76667-734

Form 31-726-6554

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq Asphalt, Chevron AR-4000W
w/ 0.2% Pave Bond

Laboratory No. 8215636
Data Sheet No. 18073
Prefix 525-1073
Laboratory charge No
Date received 11-12-82
Date reported 11/22/82
FA Proj. RS-B564(3)

Project Juniper Canyon Rd.-Lexington/Echo Hwy.
Highway FAS B564 (Bombing Range Rd.)
Contractor Eucon Corp. of Idaho No. 9434
Submitted by B.D. Johnson
Source of material Chevron
Sampled or inspected at Plant Site To be used Pavement Class "B" A/C
Sampled or inspected by R.W. Alexander Date sampled 6-11-82 Quantity represented 455

Sample No. 15-A

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.
T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. . . . 79 cm/100
Penetration ratio 39.2% F/77° F. .....
T240 Paving Asphalt RTF (c) Residue
T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration at 77° F. . . . 39 cm/100
% of orig. Penetration . . . 49
T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.
T 59 Sieve test . . . .%
T 59 Residue by distillation to 500° F. .....%
T 59 Oil distillate in . . . .%
T 49 Penetration of Res. at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ..%
T 51 Ductility at 77° F. . . . .cm.

T170 Abson Recovery of Asphalt

T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . .%
T201 Viscosity, Kinem. at 140°F. . .....C.s.
T 78 Distillation (% of total distillate to 680° F.):
To 374° F. . . . .%
To 437° F. . . . .%
To 500° F. . . . .%
To 600° F. . . . .%
Residue from distillation to 680° F.
Volume, % by difference .....%
Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ..%
T 51 Ductility at 77° F. . . . .cm.

M190 Pipe Coating (Bituminous)

T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. cm/100
T 47 Loss on heating at 325° F. . . ..%
T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:
- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer B. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x V. Moore
- x Chevron
- x Eucon Corp. of ID

RECOMMENDATION: FAILS RESIDUE PENETRATION

Material as represented by this sample [~~does~~] [does not] comply with specifications.

W. C. Jenkins
Engineer of Materials

SP-78887-734

Form 82-720-5000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 816297
Data Sheet No. NONE
Prefix 5801-740
Laboratory charge 4814C

CHEVRON AR4000W WITH PAVE BOND SPECIAL

Project ASPHALT Additive Study
Highway Evaluation of Effect of Additive Addition on CHEVRON AR4000W for Juniper Canyon RR-
Contractor Mixing in the Hwy Proj. # Proj. No. 9434
Submitted by CHEVRON OIL
Source of Material CHEVRON, USA INC.
Sampled or inspected at PLANT
Sampled or inspected by

Date received 11-24-82
Date reported 12/03/82
To be used
Quantity represented

THIS STUDY WAS UNDERTAKEN TO DETERMINE WHAT IF ANY EFFECT AN ANTI-STRIP ADDITIVE HAS ON THE PENETRATION CHARACTERISTICS OF AN ASPHALT. IN THIS PARTICULAR CASE PAVE BOND SPECIAL WAS ADDED TO A CHEVRON AR4000W GRADE ASPHALT IN TWO CONCENTRATIONS. PENETRATIONS WERE TAKEN ON THE ORIGINAL ASPHALT AND MIXES BOTH BEFORE AND AFTER AGING IN A RTFC OVEN. BELOW ARE LISTED THE RESULTS OF THE TESTS.

1ST TRIAL - CHEVRON AR 4000W LAB # 82-15276

% PBS	ORIGINAL PENETRATION	RESIDUE PENETRATION (3 SAMPLES)		
0	77	39	39	39
0.2	75	39	39	39
0.4	73	38	38	37

2ND TRIAL - CHEVRON AR 4000W LAB # 82-15276

0	80	39	39	39
0.2	76	39	39	39
0.4	74	38	40	38

Although the addition of Pave Bond Special Additive to Chevron AR4000W asphalt shows a lowering of penetration of the original or "as delivered" asphalt, the penetration of the RTFO aged asphalt residue is not changed at the 0.2% treatment level and shows a slight lowering at 0.4% treatment level.

REPORT TO:

- x ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- x ☐ Region Engineer R. D. Hector
- x ☐ Resident Engineer B. D. Johnson
- ☐ District Engineer
- x ☐ Files

Engineer
- x J. Wilson
- x D. Eakin
- x G. Boyle

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

B. C. Johnson

MCH:pf
5/29/81

MISC. CONTRACTS a
AGREEMENTS No. 74

Misc. Contracts & Agreements
No. 7414

CONSTRUCTION-FINANCE AGREEMENT
FAS-C PROJECT

THIS AGREEMENT is made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation, Highway Division, hereinafter referred to as "State"; and MORROW COUNTY, a political subdivision of the State of Oregon, acting by and through its County Court, hereinafter referred to as "County".

W I T N E S S E T H

RECITALS

1. Bomber Range Road is a part of the Federal Aid Secondary Highway System under the jurisdiction and control of Morrow County, and has been designated as FAS Route No. B564,

2. Title 23, United States Code, entitled "Highways", provides for among other things, that Federal Aid Secondary funds, hereinafter called "FAS Funds", shall be made available to the various states for the selection, construction and improvement of a Federal Aid Secondary Highway System. Said funds have been made available to the County, and include State and County matching funds in addition to Federal funds.

3. By the authority granted in ORS 366.770 and 366.775, State and County may enter into agreements for construction, reconstruction, improvement or repair of any road, highway, street or bridge. Under said authority, State and County plan and propose to construct the Juniper Canyon-Lexington/Echo Highway Section of Bomber Range Road, hereinafter referred to as "project". The location of the project is approximately as shown on the sketch map attached hereto, marked Exhibit A, and by this reference made a part hereof. The project shall be conducted as a part of the Federal Aid Secondary Highway Program under Title 23, USC, and the Oregon Action Plan.

4. By the authority granted in ORS 366.425, as amended by Chapter 365, Oregon Laws, 1979, any county or city may deposit moneys, or an irrevocable letter of credit, with the Department of Transportation for performance of work upon any public highway within the State. When any money or a letter of credit is deposited, the State will proceed with the project. Money so deposited shall be disbursed for the purpose for which it was deposited.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

STATE OBLIGATIONS

1. State shall submit a program to the Federal Highway Administration with a request for approval of federal aid participation in all phases of engineering, eligible utility relocations and construction for the project. No work on the project shall proceed until said approval is obtained. Said program shall include services of both State and County. State shall notify County in writing when authorized to proceed with each phase of the project.

2. State shall prepare the contract documents, identify and obtain the required permits, advertise for bid proposals, award all contracts, and furnish all construction engineering, material testing, technical inspection and resident engineer services for administration of the contract.

3. State shall, upon receipt of itemized statements for 100 percent of actual costs incurred by County on behalf of the project, promptly reimburse County for the full amount of federal aid and State participation.

4. State shall arrange conferences with County during construction of the project to review the work in progress and assure conformance with the County project request. As a minimum, a pre-construction conference will be arranged with representatives of State, County and the contractor in attendance and at any time alternates are to be considered. State shall submit plans and estimates for County review and approval prior to advertisement for construction bid proposals.

5. State shall, in the first instance, pay all costs of the project, submit all claims for federal aid participation to the Federal Highway Administration in the normal manner, compile accurate cost accounting records and, when the actual total cost of the project has been computed, furnish County with an itemized statement of said costs.

COUNTY OBLIGATIONS

1. County shall not undertake any phase of the project prior to receiving written authorization from State. All work and records of such work shall be in conformance with Federal statutes, regulations and the Oregon Action Plan.

2. County shall present properly certified bills for 100 percent of actual costs incurred by County on behalf of the project directly to the State Resident Engineer for review and approval. Said bills shall be in a form acceptable to State and documented in such a manner as to be easily verified. Billings shall be presented for periods of not less than one month duration, based on actual expenses to date. County's actual costs eligible for federal aid participation shall be those allowable under the provisions of Federal Management Circular 74-4 and Office of Management and Budget Circular A-102, Attachments G and P.

3. County shall, prior to proceeding with each phase of work covered by this agreement, forward to State an advance deposit, or irrevocable letter of credit, in the amount of 50 percent of the difference between the estimated total cost of said work and the amount anticipated to be contributed by the Federal Highway Administration. When the actual total cost of the project has been computed, an adjustment will be made in the County matching share of costs.

4. County shall relocate or cause to be relocated all utility conduits, lines, poles, mains, pipes and such other facilities where such relocation is necessary in order to conform said utility and other facilities with the plans and ultimate requirements of the project. Only those utility relocations which are eligible for federal participation under Federal Aid Highway Program Manual, Volume 1, Chapter 4, Section 4, shall be included in the total project costs, and participation; all other relocations shall be at the sole cost of County or others.

5. County shall, five weeks prior to the bid opening, furnish State with an estimate, based on the plans for the project furnished by State, of the cost of eligible reimbursable utility relocations. County shall notify State's resident engineer prior to commencing with any utility relocation work so the work can be properly coordinated into the project and receive proper authorization.

6. REQUIRED STATEMENT FOR USDOT FINANCIAL ASSISTANCE AGREEMENT:

If as a condition of assistance the recipient has submitted and the U.S. Department of Transportation has approved a minority business enterprise affirmative action program which the recipient agrees to carry out, this program is incorporated into this financial assistance agreement by reference. This program shall be treated as a legal obligation and failure to carry out its terms shall be treated as a violation of this financial assistance agreement. Upon notification to the recipient of its failure to carry out the approved program, the U.S. Department of Transportation shall impose such sanctions as noted in Title 49, Code of Federal Regulations, Part 23, Subpart E, which sanctions may include termination of the agreement or other measures that may affect the ability of the recipient to obtain future U.S. Department of Transportation financial assistance.

The recipient further agrees to comply with all applicable civil rights laws, rules and regulations, including section 504 of the Rehabilitation Act of 1973 and the Vietnam Era Veterans' Readjustment Act.

7. County acknowledges the effect and scope of ORS 105.755 and agrees that all acts necessary to complete the construction of the project which may alter or change the grade of existing County roads are being accomplished at the direct request of County.

8. Upon completion of the project, County shall thereafter, at its own cost and expense, maintain and operate the project in a manner satisfactory to the State and/or Federal Highway Administration.

9. County agrees that should it cancel or terminate the project prior to its completion, it will reimburse State for any costs that have been incurred by State in behalf of the project.

10. County shall enter into and execute this agreement during a duly authorized session of its County Court.

GENERAL PROVISIONS

1. The parties hereto mutually agree and understand that State and County shall each contribute 50 percent of the difference between the actual total cost of the project and the amount contributed by the Federal Highway Administration, providing said cost does not exceed the FAS Fund. County shall also contribute 100 percent of the amount by which the actual total cost exceeds the FAS Fund.

2. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations, including but not limited to: Title 6, U.S.C., Civil Rights Act; Title 18, U.S.C., Anti-Kickback Act; Title 23, U.S.C., Federal Aid Highway Act; and Titles 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written.

This project was approved by the State Highway Engineer on May 21, 1981 under delegated authority from the Oregon Transportation Commission.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized the State Highway Engineer to sign this agreement for and on behalf of the Commission. Said authority is set forth in the Minutes of the Oregon Transportation Commission.

APPROVAL RECOMMENDED

Region Engineer

STATE OF OREGON, by and through its Department of Transportation, Highway Division

State Highway Engineer

Date June 15 1981

MORROW COUNTY, by and through its County Court

By
Judge

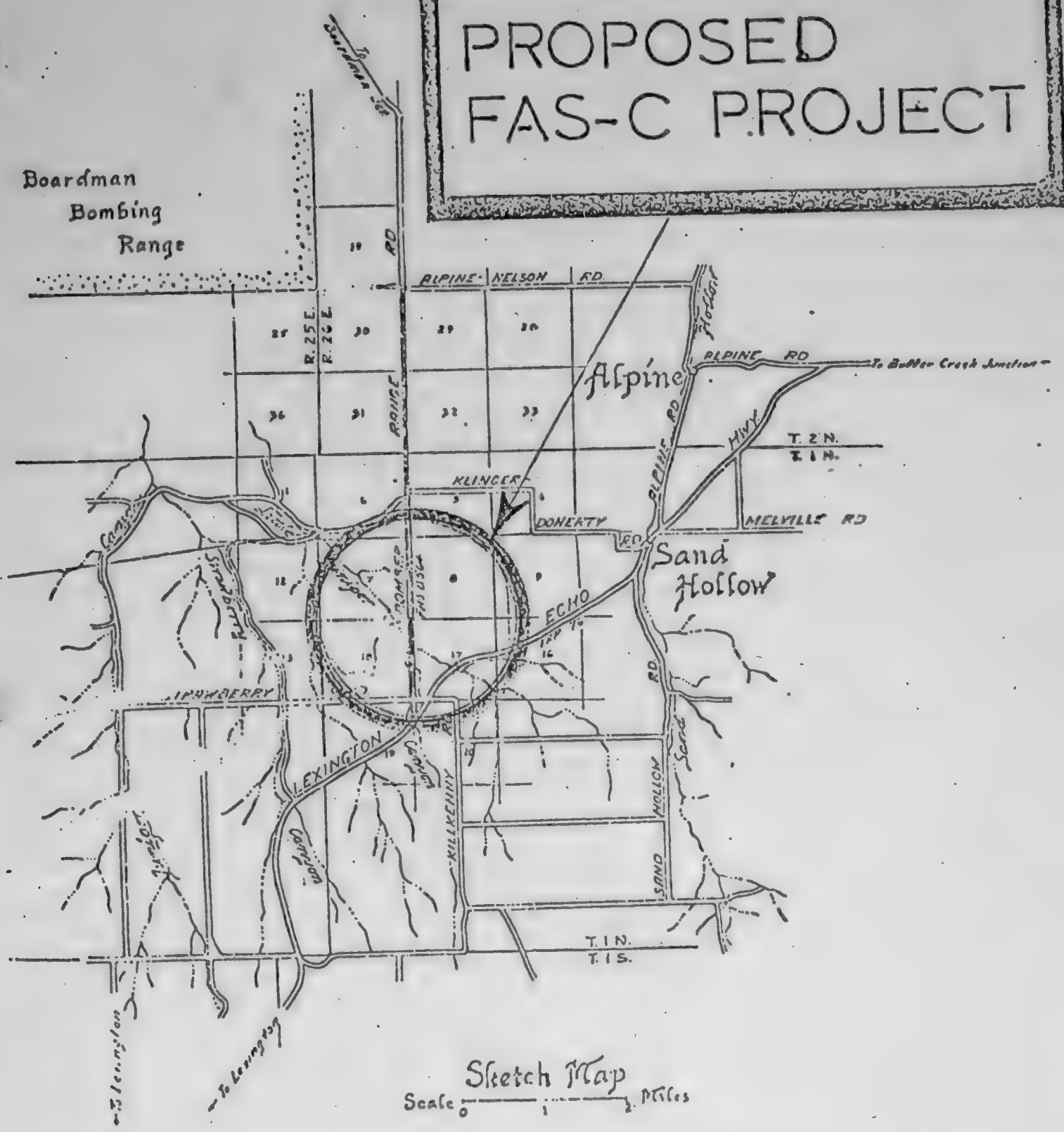
By
Commissioner

By
Commissioner

FAS B564(BOMBER RANGE RD.)

MORROW COUNTY

PROPOSED
FAS-C PROJECT



Sketch Map

Scale 0 — 1 — 2 Miles

EXHIBIT "A"

Oregon State Highway Division
Salem, Oregon February 8, 1982

Federal Aid Project
No. RS-B564(3)

Juniper Canyon Rd.-Lexington/Echo Hwy.
Bomber Range Rd.
Morrow County

PROJECT AGREEMENT

Type Code 6201
Roadway (Sta. 146+00 to Sta. 277+08.93)

Mobilization	All Required		$ 14,450.00
Temporary Protection and Direction of Traffic	All Required		2,920.00
Temporary Signs	216 Sq. Ft.	13.50	2,916.00
Temporary Barricades	2 Each	50.00	100.00
Flagmen	40 Hour	22.00	880.00
Removal of Structures, and Obstructions	All Required		5,000.00
General Excavation	38,129 Cu. Yd.	1.55	59,099.95
Trench Excavation	323 Cu. Yd.	8.30	2,680.90
Finishing Roadbed and Slopes	All Required		4,150.00
Watering	1,400 M-Gal.	10.00	14,000.00
Aggregate Subbase	20,000 Ton	1.55	31,000.00
3/4"-0 Aggregate Base	8,000 Ton	5.75	46,000.00
Class "B" Asphalt Concrete Mixture	7,800 Ton	12.35	96,330.00
Asphalt Cement in Mixture	510 Ton	193.00	98,430.00
Asphalt in Tack Coat	9 Ton	250.00	2,250.00
12-inch Culvert Pipe	84 Lin. Ft.	9.80	823.20
18-inch Culvert Pipe	226 Lin. Ft.	11.50	2,599.00
30-inch Culvert Pipe	84 Lin. Ft.	17.95	1,507.80
48-inch Culvert Pipe	42 Lin. Ft.	35.00	1,470.00
72-inch Culvert Pipe	120 Lin. Ft.	49.50	5,940.00
24-inch Arch Type Pipe	52 Lin. Ft.	15.40	800.80
Extra for Asphalt Approaches	5 Each	265.00	1,325.00
Delineators, Type 2	65 Each	24.00	1,560.00
Roadside Seeding and Mulching	7 Acre	1,000.00	7,000.00
			$403,232.65

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,400.00
Temporary Erosion Control	All Required	4,000.00
Asphalt Cement Adjustment	All Required	6,000.00
		$ 12,400.00
	SUBTOTAL	$415,632.65
	Engineering	56,110.35
	TOTAL	$471,743.00

Length of Roadway -------- 2.483 mi.
Cost of Roadway Per Mile--$189,989.13

Federal Funds 88.18%------	$355,000.00*
State Funds ----------	23,793.00
County Funds ----------	92,950.00
	$471,743.00

*Fixed Federal Funds

Group 1	100%
Contract No.	9434
Prefix:	525-1971
Prefix:	525-1073

RECEIVED FROM
Chevron U.S.A. Inc.

STRAIGHT BILL OF LADING SHORT FORM ORIGINAL – NOT NEGOTIABLE

No. 884982

BY: [redacted]

TRANSPORTATION COMPANY

FREIGHT CHARGES COLLECT Bill

WILLBRIDGE

[redacted] 6-7-82 6-7-82

[redacted] 1100

SHIPPING POINT [redacted]

P.O. NO. CONTRACT PROJ. NO.

CONSIGNED [redacted]

[redacted] SUBJECT TO SECTION 7 OF CONDITIONS

SIGNATURE OF CONSIGNOR

DESTINATION: [redacted] STATE [redacted] COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME		TRUCK	TRAILER
TRUCK [redacted]	LIQID ASPHALT	AR-4000W W/ 3/10 OF 1% PAVE BOND SPEC	GROSS WT. OR QUANTITY	84860 lb	
TRAILER			TARE WT.	26980 lb	
			NET WT.	57880 lb	
			NET QUAN. @ 60°F	28.94	TONS
			LOAD. TEMP.	360	
			CONV. OR CORRECTION FACTOR		

TRUCK ID 174
INBOUND 2 26980 lb
LOG NO. 400

[redacted] GALS

CASH SALE

RECEIVED ...$ [redacted]

CHEVRON USA INC., Shipper

PER Bill

ARRIVED PLANT 4:36 DEPARTED PLANT 5:04 LOADED FROM TANK NO. 110

DELAYED HOURS DUE TO

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER CONTAINER FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

ARROW (NAME OF TRANSPORTATION COMPANY)

PER [redacted]

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY [redacted] DATE

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

☒ OREGON STATE HIGHWAY DEPT. ☐ U.S. FOREST SERVICE

☐ FEDERAL HIGHWAY ADMINISTRATION ☐ OTHER

SIGNED [redacted]

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
90				
VIS. @ 140°F	FLASH	SP. GR.	NET GALS.	
367	600+			

CUSTOMER COPY 5

55

34 PORT (05-4-77) PRINTED IN U.S.A.

RECEIVED FROM
Chevron U.S.A. Inc.

STRAIGHT BILL OF LADING SHORT FORM ORIGINAL — NOT NEGOTIABLE

No. 884983

BY:
(TRANSPORTATION COMPANY)

FREIGHT CHARGES
COLLECT

[redacted]

SHIPPING POINT

P.O. NO.
CONTRACT
PROJ. NO.

WILLAMINA

SUBJECT TO SECTION 7 OF CONDITIONS

TO:

SIGNATURE OF CONSIGNOR

DESTINATION: [redacted] STATE [redacted] COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME
TRUCK		
TRAILER [redacted]	LIQUID ASPHALT	AR-4000W W/ 3/10 OF 1% PAVE BOND SPEC

TRUCK ID 186
INBOUND 2 25860 lb
LOG NO. 400
MEMO GALS

	TRUCK	TRAILER
GROSS WT. OR QUANTITY	85700 lb	
TARE WT.	25860 lb	
NET WT.	59840 lb	
NET QUAN. @ 60°F	29.92	TONS
LOAD. TEMP.	360	
CONV. OR CORRECTION FACTOR		

CASH SALE

RECEIVED ...$

CHEVRON USA INC., Shipper

PER

ARRIVED PLANT 6103

DEPARTED PLANT 6122

LOADED FROM TANK NO. 110

DELAYED HOURS DUE TO

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER CONTAINER FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

ARROW
(NAME OF TRANSPORTATION COMPANY)

PER

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY DATE

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

☒ OREGON STATE HIGHWAY DEPT.
☐ U.S. FOREST SERVICE
☐ FEDERAL HIGHWAY ADMINISTRATION
☐ OTHER

SIGNED

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
98				
VIS. @ 140°F	FLASH	SP. GR.	NET GALS.	
3634	600+			

CUSTOMER COPY 5
56

AB-74 PORT (08-4-77) PRINTED IN U.S.A.

RECEIVED FROM
Chevron U.S.A. Inc.

STRAIGHT BILL OF LADING SHORT FORM ORIGINAL – NOT NEGOTIABLE

No. 884984

BY:
(TRANSPORTATION COMPANY)

FREIGHT CHARGES COLLECT

WILLBRIDGE

6-8-82 6-8-82

SHIPPING POINT

P.O. NO. CONTRACT PROJ. NO.

SUBJECT TO SECTION 7 OF CONDITIONS

SIGNATURE OF CONSIGNOR

DESTINATION: BOARDMAN STATE OREGON COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME
TRUCK ARROW	LIQUID ASPHALT	AR-4000W W/ 3/100% #6 PAVE BOND SPEC
TRAILER		

TRUCK ID 170
INBOUND 1 26340 lb
LOG NO. 400

	TRUCK	TRAILER
GROSS WT. OR QUANTITY	84320 lb	
TARE WT.	26340 lb	
NET WT.	57980 lb	
NET QUAN. @ 60°F	28.99	TONS
LOAD TEMP.	350	
CONV. OR CORRECTION FACTOR		

PETRO SALE

CASH SALE

RECEIVED . . . $ _____

CHEVRON USA INC., Shipper

PER _____

ARRIVED PLANT 3:09 DEPARTED PLANT 3:45 LOADED FROM TANK NO. 110

DELAYED HOURS DUE TO

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER CONTAINER FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

ARROW
(NAME OF TRANSPORTATION COMPANY)

PER _____

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY _____ DATE _____

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

☒ OREGON STATE HIGHWAY DEPT. ☐ U.S. FOREST SERVICE

☐ FEDERAL HIGHWAY ADMINISTRATION ☐ OTHER _____

SIGNED _____

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
48				
VIS. @ 140°F	FLASH	SP. GR.	NET GALS.	
3634	440+			

CUSTOMER COPY 5
57

AB-74 PORT (08-4-77) PRINTED IN U.S.A.

RECEIVED FROM
Chevron U.S.A. Inc.

STRAIGHT BILL OF LADING SHORT FORM ORIGINAL – NOT NEGOTIABLE

No. 885184

BY: ARROW
TRANSPORTATION COMPANY

FREIGHT CHARGES
COLLECT

WILLSRIDGE

SUBJECT TO SECTION 7 OF CONDITIONS

SHIPPING POINT

P.O. NO.
CONTRACT
PROJ. NO.

TO: L V VAIL

SIGNATURE OF CONSIGNOR

DESTINATION: BEAVERTON STATE OREGON COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME
TRUCK ARROW	LIQUID ASPHALT	AR-4000W W/ 3/10 GR 18 PAVE BOND SPEC
TRAILER		

TRUCK ID 154
INBOUND 1 26660 lb
LOG NO. 400

MIXED SALS

	TRUCK	TRAILER
GROSS WT. OR QUANTITY	85100 lb	
TARE WT.	26660 lb	
NET WT.	58440 lb	
NET QUAN. @ 60°F	29.22	TONS
LOAD. TEMP.	345	
CONV. OR CORRECTION FACTOR		

CASH SALE

RECEIVED ... $ _____

CHEVRON USA INC., Shipper

PER _____

ARRIVED PLANT 5:25 DEPARTED PLANT 5:47 LOADED FROM TANK NO. 112

DELAYED HOURS DUE TO

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER CONTAINER FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

ARROW
(NAME OF TRANSPORTATION COMPANY)

PER _____

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY _____ DATE _____

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

☒ OREGON STATE HIGHWAY DEPT. ☐ U.S. FOREST SERVICE

☐ FEDERAL HIGHWAY ADMINISTRATION ☐ OTHER _____

SIGNED _____

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
58				
VIS. @ 140°F	FLASH	SP. GR.	NET GALS.	
3674	4404			

CUSTOMER COPY 5

8-74 PORT (08-4-77) PRINTED IN U.S.A.

RECEIVED FROM
Chevron U.S.A. Inc.

STRAIGHT BILL OF LADING SHORT FORM ORIGINAL — NOT NEGOTIABLE

No. 885105

BY: ARROW
(TRANSPORTATION COMPANY)

[redacted] 6-9-82 6-9-82

[redacted]

1500
CODE

SHIPPING POINT [redacted]

P.O. NO.
CONTRACT
PROJ. NO. [redacted]

FREIGHT CHARGES
COLLECT

WILLAMETTE

[redacted] described below, in apparent good order, except and Transportation Company (hereinafter called "Company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver its consignee at his usual place of delivery (if not routed, otherwise to deliver to another carrier on the route to said destination) as agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that the transportation services to be performed hereunder shall be subject to all the terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading. Contract or non-certificated motor carrier for-hire transportation services shall be subject to the terms and conditions of the contract, service order or agreement executed between the parties hereto when not in contravention of any existing law.

If delivery of the property described hereon is FOB point of origin and made into a vehicle owned or leased by the buyer, this form shall constitute a delivery receipt (not an invoice) of said property in good order, with title hereto passing at point of origin to the buyer, and [redacted] equipment performing in storage are inapplicable.

SUBJECT TO SECTION 7 OF CONDITIONS

SIGNATURE OF CONSIGNOR

DESTINATION: [redacted] STATE [redacted] COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME		TRUCK	TRAILER
TRUCK ARROW	LIQUID ASPHALT	AR-4000W W/ 3/10 OF 1% PAVE BOND SPEC	GROSS WT. OR QUANTITY	86780 lb	
TRAILER			TARE WT.	26940 lb	
			NET WT.	59840 lb	
			NET QUAN. @ 60°F	29.92	TONS
			LOAD. TEMP.	345	
			CONV. OR CORRECTION FACTOR		

TRUCK ID 186
INBOUND 2 26940 lb
LOG NO. 400

MEMO BILL 6941

CASH SALE

RECEIVED ... $ _____

CHEVRON USA INC., Shipper

PER D. Hughes

ARRIVED PLANT 7147 DEPARTED PLANT 8139 LOADED FROM TANK NO. 1 2

DELAYED HOURS DUE TO

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER CONTAINER FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

(NAME OF TRANSPORTATION COMPANY) ARROW

PER

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY DATE

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

☒ OREGON STATE HIGHWAY DEPT. ☐ U.S. FOREST SERVICE

☐ FEDERAL HIGHWAY ADMINISTRATION ☐ OTHER

SIGNED

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
58				
VIS. @ 140°F	FLASH	SP. GR.	NET GALS.	
3634	460+			

AB-74 PORT (08-4-77) PRINTED IN U.S.A.

CUSTOMER COPY 5

59

RECEIVED FROM
Chevron U.S.A. Inc.

STRAIGHT BILL OF LADING SHORT FORM ORIGINAL – NOT NEGOTIABLE

No. 885163

BY: ARROW
TRANSPORTATION COMPANY

FREIGHT CHARGES
COLLECT

6-9-82 6-10-82

[redacted]

SHIPPING POINT [redacted]

P.O. NO.
CONTRACT
PROJ. NO.

WILLAMINA

[redacted] described below, in apparent good order, which said Transportation Company [redacted] delivery" being understood as including any person or corporation in possession [redacted] agrees to transport and deliver to consignee at his usual place of delivery (if [redacted] rental, otherwise to deliver to another carrier on the route to said destina- [redacted] agreed, as to each carrier of all or any of said property over all or any por- [redacted] to destination, and as to each party at any time interested in all or any of [redacted] that the transportation services to be performed hereunder shall be subject to [redacted] terms and conditions not prohibited by law, of the Transportation Company's [redacted] ading. Contract or non-carrier-rated motor carrier for-hire transportation ser- [redacted] ject to the terms and conditions of the contract, service order or agreement [redacted] the parties hereto when not in contravention of any existing law.

If delivery of the property described hereon is FOB point of origin and made into a vehicle [redacted] owned or hired by the buyer, this form shall constitute a delivery receipt (not an invoice) [redacted] said property in good order, with title hereto passing at point of origin to the buyer, and [redacted] instrument pertaining to carriage are inapplicable.

SUBJECT TO SECTION 7 OF CONDITIONS

TO [redacted]

SIGNATURE OF CONSIGNOR

DESTINATION: [redacted] STATE [redacted] COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME
TRUCK ARROW	LIQID ASPHALT	AR-4000W W/ 3/10 CR 10 PAVE BOND SPEC
TRAILER		

TRUCK ID 104
INBOUND 2 26880 lb
LOG NO. 400
MEMO GALS

	TRUCK	TRAILER
GROSS WT. OR QUANTITY	83100 lb	
TARE WT.	25880 lb	
NET WT.	57220 lb	
NET QUAN. @ 60°F	28.61	TONS
LOAD. TEMP.	340	
CONV. OR CORRECTION FACTOR		

CASH SALE

RECEIVED ...$_____

CHEVRON USA INC., Shipper

ARRIVED PLANT 2336 DEPARTED PLANT 0106 LOADED FROM TANK NO. 110

DELAYED HOURS DUE TO

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER CONTAINER FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

PER [redacted]

ARROW
(NAME OF TRANSPORTATION COMPANY)

PER M.D. Dunbar

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY DATE

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

☒ OREGON STATE HIGHWAY DEPT. ☐ U.S. FOREST SERVICE

☐ FEDERAL HIGHWAY ADMINISTRATION ☐ OTHER

SIGNED [redacted]

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
44				
VIS. @ 140°F	FLASH	SP. GR.	NET GALS.	
3679	940+			

CUSTOMER COPY 5
60

AB-74 PORT (08-4-77) PRINTED IN U.S.A.

RECEIVED FROM
Chevron U.S.A. Inc.

STRAIGHT BILL OF LADING SHORT FORM ORIGINAL — NOT NEGOTIABLE

No. 885184

BY: [redacted]
(TRANSPORTATION COMPANY)

FREIGHT CHARGES COLLECT me

6-10-82 6-10-82

[redacted]

SHIPPING POINT [redacted]

P.O. NO. CONTRACT PROJ. NO. [redacted]

CONSIGNED TO: [redacted]

WILLAMETTE

[redacted] being understood as including any person or corporation in possession of the property under the contract) agrees to transport and deliver to consignee at his usual place of delivery (if the destination is beyond his usual), otherwise to deliver to another carrier on the route to said destination. It is agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that the transportation services to be performed hereunder shall be subject to all the terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading. Contract or non-certificated motor carrier for-hire transportation services shall be subject to the terms and conditions of the contract, service order or agreement executed between the parties hereto when not in contravention of any existing law.

If delivery of the property described hereon is FOB point of origin and made into a vehicle owned or leased by the buyer, this form shall constitute a delivery receipt (not an unsealed car) for said property in good order, with title hereto passing at point of origin to the buyer, and [illegible] instrument pertaining to carriage are inapplicable

SUBJECT TO SECTION 7 OF CONDITIONS

[redacted]

SIGNATURE OF CONSIGNOR

DESTINATION: BOARDMAN STATE OREGON COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME
TRUCK ARROW	LIQUID ASPHALT	AR-4000W W/ 3/10 OF 1% PAVE BOND SPEC
TRAILER		

	TRUCK	TRAILER
GROSS WT. OR QUANTITY	84360 lb	
TARE WT.	28160 lb	
NET WT.	56200 lb	
NET QUAN. @ 60°F	28.10	TONS
LOAD. TEMP.	340	
CONV. OR CORRECTION FACTOR		

TRUCK ID 96
INBOUND 4 28160 lb
LOG NO. 400

MEMO GALS

CASH SALE

RECEIVED ...$ _____

CHEVRON USA INC., Shipper

PER [redacted]

ARRIVED PLANT 0153 DEPARTED PLANT 1117 LOADED FROM TANK NO. 112

DELAYED HOURS DUE TO

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER CONTAINER FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

ARROW [redacted]
(NAME OF TRANSPORTATION COMPANY)

PER

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY DATE

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

☐ OREGON STATE HIGHWAY DEPT. ☐ U.S. FOREST SERVICE

☐ FEDERAL HIGHWAY ADMINISTRATION ☐ OTHER

SIGNED [redacted]

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
94				
VIS. @ 140°F	FLASH	SP. GR.	NET GALS.	
3674	640+			

CUSTOMER COPY 5

61

AB-74 PORT (08-4-77) PRINTED IN U.S.A.

RECEIVED FROM
Chevron U.S.A. Inc.

STRAIGHT BILL OF LADING SHORT FORM ORIGINAL — NOT NEGOTIABLE

No. 885165

BY: ARROW
(TRANSPORTATION COMPANY)

6-10-82 6-10-82

FREIGHT CHARGES COLLECT PPD

WILLBRIDGE

SHIPPING POINT

P.O. NO.
CONTRACT
PROJ. NO.

SUBJECT TO SECTION 7 OF CONDITIONS

SIGNATURE OF CONSIGNOR

DESTINATION: [redacted] STATE [redacted] COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME
TRUCK A2004	LIQUID ASPHALT	AR-4000W W/ 3/10 [redacted] 1% PAVE BOND SPEC
TRAILER		

TRUCK ID 604
INBOUND 2 26840 lb
LOS NO. 400
MEMO GALS

	TRUCK	TRAILER
GROSS WT. OR QUANTITY	85620 lb	
TARE WT.	26840 lb	
NET WT.	58780 lb	
NET QUAN. @ 60°F	59397	TONS
LOAD. TEMP.	340	
CONV. OR CORRECTION FACTOR		

CASH SALE

RECEIVED ...$ _____

CHEVRON USA INC., Shipper

PER Bme

ARRIVED PLANT 3:57 DEPARTED PLANT 4:34 LOADED FROM TANK NO. 112

DELAYED HOURS DUE TO

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER CONTAINER FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

ARROW
(NAME OF TRANSPORTATION COMPANY)

PER

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY DATE

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

☐ OREGON STATE HIGHWAY DEPT. ☐ U.S. FOREST SERVICE

☐ FEDERAL HIGHWAY ADMINISTRATION ☐ OTHER

SIGNED

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
44				
VIS. @ 140°F	FLASH	SP. GR.	NET GALS.	
3874	446+			

CUSTOMER COPY 5

62

AB-74 PORT (OS-4-77) PRINTED IN U.S.A.

RECEIVED FROM
Chevron U.S.A. Inc.

STRAIGHT BILL OF LADING SHORT FORM ORIGINAL – NOT NEGOTIABLE

No. 885166

BY: ARROW
TRANSPORTATION COMPANY

13 80592 [redacted]

6-10-82 6-10-82

FREIGHT CHARGES COLLECT

[redacted]
[redacted]
[redacted]

1300 GRAC

SHIPPING POINT [redacted]

P.O. NO. CONTRACT PROJ. NO. [redacted]

CONSIGNED [redacted]

[redacted]

SUBJECT TO SECTION 7 OF CONDITIONS

SIGNATURE OF CONSIGNOR

DESTINATION: [redacted] STATE [redacted] COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME		TRUCK	TRAILER
TRUCK ARROW	LIQUID ASPHALT	AR-4000W W/ 3/10 [redacted] 1% PAVE BOND SPEC	GROSS WT. OR QUANTITY	85080 lb	
TRAILER			TARE WT.	26740 lb	
			NET WT.	58340 lb	
			NET QUAN. @ 60°F	29.17	TONS
			LOAD. TEMP.	340	
			CONV. OR CORRECTION FACTOR		

TRUCK ID 154
INBOUND 1 26740 lb
LOG NO. 400

PEND CARLS

CASH SALE

RECEIVED ...$ _____

CHEVRON USA INC., Shipper

ARRIVED PLANT 6:11 DEPARTED PLANT 6:45 LOADED FROM TANK NO. 112

DELAYED HOURS DUE TO

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER CONTAINER FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

PER [redacted]

(NAME OF TRANSPORTATION COMPANY) ARROW

PER [redacted]

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY DATE

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

☐ OREGON STATE HIGHWAY DEPT. ☐ U.S. FOREST SERVICE

☐ FEDERAL HIGHWAY ADMINISTRATION ☐ OTHER

SIGNED [redacted]

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
[redacted]				
VIS. @ 140°F	FLASH	SP. GR.	NET GALS.	
3674	[redacted]			

CUSTOMER COPY 5
63

AB-74 PORT (08-4-77) PRINTED IN U.S.A.

Chevron

RECEIVED FROM
Chevron U.S.A. Inc.

STRAIGHT BILL OF LADING SHORT FORM ORIGINAL – NOT NEGOTIABLE

No. 885167

BY: ARROW
(TRANSPORTATION COMPANY)

6-10-82 6-10-82

FREIGHT CHARGES
COLLECT

C
13 80692 8002

1308 CODE

F.O.B. WILLBRIDGE

CONSIGNED TO
L W VAIL CO INC
PO BOX 813
HERMISTON OR 97838

SHIPPING POINT WILLBRIDGE

PROJ 9434

P.O. NO.
CONTRACT
PROJ. NO.

the property described below, in apparent good order, which said Transportation Company (the word "carrier" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of deliver, (if on its own line or route), otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that the transportation services to be performed hereunder shall be subject to all the applicable terms and conditions not prohibited by law, of the Transportation Company's uniform Bill of Lading, Contract or non-certificated motor carrier for-hire transportation services shall be subject to the terms and conditions of the contract, service order or agreement executed between the parties hereto when not in contravention of any existing law

If delivery of the property described hereon is FOB point of origin and made into a vehicle owned or leased by the buyer, this form shall constitute a delivery receipt (not an invoice) for said property in good order, with title hereto passing at point of origin to the buyer, and terms on this instrument pertaining to carriage are inapplicable

SUBJECT TO SECTION 7 OF CONDITIONS

CONSIGNED TO: L W VAIL

SIGNATURE OF CONSIGNOR

DESTINATION: BOARDMENT+ STATE OREGON COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME		TRUCK	TRAILER
TRUCK ARROW	LIQUID APSHLT	AR-4000W W/ 3/10 OF 1% PAVE BOND SPEC	GROSS WT. OR QUANTITY	85560 lb	
TRAILER			TARE WT.	25920 lb	
			NET WT.	59640 lb	
TRUCK ID 186 INBOUND 4 25920 lb LOG NO. 400			NET QUAN. @ 60°F	21.84	TONS
			LOAD. TEMP.	345	
			CONV. OR CORRECTION FACTOR		

MEMO GALS

CASH SALE

RECEIVED ... $

CHEVRON USA INC., Shipper

ARRIVED PLANT 8:06 DEPARTED PLANT 8:45 LOADED FROM TANK NO. 1 2

DELAYED HOURS DUE TO

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER CONTAINER FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

PER

ARROW
(NAME OF TRANSPORTATION COMPANY)

PER

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY DATE

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

- [X] OREGON STATE HIGHWAY DEPT.
- [ ] U.S. FOREST SERVICE
- [ ] FEDERAL HIGHWAY ADMINISTRATION
- [ ] OTHER

SIGNED

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
44				
VIS. @ 140°F	FLASH	SP. GR.	NET GALS.	
3674	440+			

CUSTOMER COPY 5

AB-74 PORT (OS-4-77) PRINTED IN U.S.A.

Chevron

RECEIVED FROM
Chevron U.S.A. Inc.

STRAIGHT BILL OF LADING SHORT FORM ORIGINAL – NOT NEGOTIABLE

No. 885241

BY: **ARROW**
(TRANSPORTATION COMPANY)

FREIGHT CHARGES **COLLECT**

DATE 6-10-82 6-11-82

CHARGE TO: 13 80692 [redacted]

L W VAIL CO INC
PO BOX 812
HERMISTON OR 97838

1300 CODE

SHIPPING POINT WILLBRIDGE

PROJ: 9434

P.O. NO.
CONTRACT
PROJ. NO.

F.O.B. WILLBRIDGE

the property described below, in apparent good order, which said Transportation Company (the word "Company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route), otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that the transportation services to be performed hereunder shall be subject to all the printed terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading. Contract or non certificated motor carrier for hire transportation services shall be subject to the terms and conditions of the contract, service order or agreement executed between the parties hereto when not in contravention of any existing law.

If delivery of the property described hereon is FOB point of origin and made into a vehicle owned or leased by the buyer, this form shall constitute a delivery receipt (not an invoice) for said property in good order, with title hereto passing at point of origin to the buyer, and [illegible] this instrument pertaining to carriage are inapplicable.

CONSIGNED [redacted] L W VAIL

SUBJECT TO SECTION 7 OF CONDITIONS

SIGNATURE OF CONSIGNOR

DESTINATION: **BROADBENT+** STATE **OREGON** COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME		TRUCK	TRAILER
TRUCK **ARROW**	LIQUID ASPHALT	AR-4000W W/ 3/10 OF 1% PAVE BOND SPEC	GROSS WT. OR QUANTITY	84880 lb	
TRAILER			TARE WT.	26800 lb	
			NET WT.	58080 lb	
	TRUCK ID 144 INBOUND 1 26800 lb LOG NO. 400	MEMO GALS_____	NET QUAN. @ 60°F	29.04	TONS
			LOAD. TEMP.	335	
			CONV. OR CORRECTION FACTOR		

CASH SALE

RECEIVED...$_____

CHEVRON USA INC., Shipper

ARRIVED PLANT 23:54 DEPARTED PLANT 0138 LOADED FROM TANK NO. 11

DELAYED HOURS DUE TO

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER CONTAINER FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

PER [signature]

ARROW
(NAME OF TRANSPORTATION COMPANY)

PER [illegible]

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY _____ DATE _____

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

☒ OREGON STATE HIGHWAY DEPT. ☐ U.S. FOREST SERVICE

☐ FEDERAL HIGHWAY ADMINISTRATION ☐ OTHER _____

SIGNED [signature]

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
44				
IS. @ 140°F	FLASH	SP. GR.	NET GALS.	
3674	440+			

CUSTOMER COPY 5

AB-74 PORT (OS-4-77) PRINTED IN U.S.A.

65

Chevron

RECEIVED FROM
Chevron U.S.A. Inc.

STRAIGHT BILL OF LADING SHORT FORM ORIGINAL – NOT NEGOTIABLE

No. 885242

BY: ARROW
(TRANSPORTATION COMPANY)

C 13 80692 0002

DATE 6-11-82 6-11-82

FREIGHT CHARGES COLLECT

F.O.B. WILLBRIDGE

SHIP TO
L W VAIL CO INC
PO BOX 813
HERMISTON OR 97838

PROJ # 9434

1300

CODE WILLBRIDGE

SHIPPING POINT

P.O. NO.
CONTRACT
PROJ. NO.

the property described below, in apparent good order which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route), otherwise to deliver to another carrier on the route to said destination (if mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that the transportation services to be performed hereunder shall be subject to all the printed terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading. Contract or non-certificated motor carrier for-hire transportation services shall be subject to the terms and conditions of the contract, service order or agreement executed between the parties hereto when not in contravention of any existing law.

Unless delivery of the property described hereon is FOB point of origin and made into a vehicle owned or leased by the buyer this form shall constitute a delivery receipt (not an invoice) for said property in good order with title hereto passing at point of origin to the buyer, and terms and instrument pertaining to carriage are inapplicable.

SUBJECT TO SECTION 7 OF CONDITIONS

TO: L W VAIL

SIGNATURE OF CONSIGNOR

DESTINATION: BOARDBENT+ STATE OREGON COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME		TRUCK	TRAILER
TRUCK ARROW	LIQUID ASPHALT	AR-4000W W/ 3/10 OF 1% PAVE BOND SPEC	GROSS WT. OR QUANTITY	85300 lb	
			TARE WT.	26820 lb	
TRAILER			NET WT.	58480 lb	
TRUCK ID 684 INBOUND 1 26820 lb LOG NO. 400			NET QUAN. @ 60°F	29.24	TONS
MEMO GALS			LOAD. TEMP.	340	
			CONV. OR CORRECTION FACTOR		

CASH SALE

RECEIVED ... $

CHEVRON USA INC., Shipper

ARRIVED PLANT 1:21 DEPARTED PLANT 2:11 LOADED FROM TANK NO. 11

DELAYED HOURS DUE TO

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER CONTAINER FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

PER

ARROW (NAME OF TRANSPORTATION COMPANY)

PER

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY DATE

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

- [X] OREGON STATE HIGHWAY DEPT.
- [ ] U.S. FOREST SERVICE
- [ ] FEDERAL HIGHWAY ADMINISTRATION
- [ ] OTHER

SIGNED

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
44				
VIS. @ 140°F	FLASH	SP. GR.	NET GALS.	
3674	448+			

CUSTOMER COPY 5

66

AB-74 PORT (OS-4-77) PRINTED IN U.S.A.

Chevron

RECEIVED FROM
Chevron U.S.A. Inc.

STRAIGHT BILL OF LADING SHORT FORM ORIGINAL – NOT NEGOTIABLE

No. 885243

BY: ARROW
(TRANSPORTATION COMPANY)

FREIGHT CHARGES: COLLECT

C
R
G
E
T
O
P
R
O
J
#

13 80692 0.0.2

DATE 6-11-82 6-11-82

L W VAIL CO INC
PO BOX 813
HERMISTON OR 97838

1 3 0 9 CODE

SHIPPING POINT WILLBRID

P.O. NO.
CONTRACT
PROJ. NO.

9434

F.O.B. WILLBRIDGE

the property described below, in apparent good order, which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route) otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that the transportation services to be performed hereunder shall be subject to all the stated terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading. Contract or non-certificated motor carrier for hire transportation services shall be subject to the terms and conditions of the contract, service order or agreement executed between the parties hereto when not in contravention of any existing law.

If delivery of the property described hereon is FOB point of origin and made into a vehicle owned or leased by the buyer, this form shall constitute a delivery receipt (not an invoice) for said property in good order, with title hereto passing at point of origin to the buyer, and except as this instrument pertaining to carriage are inapplicable.

CONSIGNED
L W VAIL

SUBJECT TO SECTION 7 OF CONDITIONS

SIGNATURE OF CONSIGNOR

DESTINATION: BOARDBENT+ STATE OREGON COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME		TRUCK	TRAILER
TRUCK ARROW	LIQIDU ASPHALT	AR-4000W W/ 3/10 OF 1% PAVE BOND SPEC	GROSS WT. OR QUANTITY	83800 lb	
TRAILER			TARE WT.	25560 lb	
			NET WT.	58240 lb	
TRUCK ID 664 INBOUND 6 25560 lb LOG NO. 400 MEMO GALS			NET QUAN. @ 60°F	29.12	TONS
			LOAD. TEMP.	34	
			CONV. OR CORRECTION FACTOR		

CASH SALE

RECEIVED...$

CHEVRON USA INC., Shipper

ARRIVED PLANT 3:51 DEPARTED PLANT 4:18 LOADED FROM TANK NO. 1 C

DELAYED HOURS DUE TO

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER CONTAINER FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

PER

ARROW
(NAME OF TRANSPORTATION COMPANY)

PER

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY DATE

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

- [X] OREGON STATE HIGHWAY DEPT.
- [ ] U.S. FOREST SERVICE
- [ ] FEDERAL HIGHWAY ADMINISTRATION
- [ ] OTHER

SIGNED

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
44				
VIS. @ 140°F	FLASH	SP. GR.	NET GALS.	
3674	440+			

AB-74 PORT (OS-4-77) PRINTED IN U.S.A.

CUSTOMER COPY 5

67

Chevron

RECEIVED FROM
Chevron U.S.A. Inc.

STRAIGHT BILL OF LADING SHORT FORM ORIGINAL – NOT NEGOTIABLE

No. 885244

BY: **ARROW**
(TRANSPORTATION COMPANY)

FREIGHT CHARGES **COLLECT**

6-11-82 6-11-82

13 80692 0002

FROM

TO: L M VAIL CO INC
PO BOX 813
HERMISTON OR 97838

1308 CODE

SHIPPING POINT WILLBRIDGE

P.O. NO.
CONTRACT
PROJ. NO.

PROJ 9434

F.O.B. WILLBRIDGE

The property described below, in apparent good order which said Transportation Company (the word "Company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route), otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that the transportation services to be performed hereunder shall be subject to the stated terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading. Contract or non certificated motor carrier for-hire transportation services shall be subject to the terms and conditions of the contract, service order or agreement executed between the parties hereto when not in contravention of any existing law.

If delivery of the property described hereon is FOB point of origin and made into a vehicle owned or leased by the buyer, this form shall constitute a delivery receipt (not an invoice) for said property in good order, with title hereto passing at point of origin to the buyer, and terms in this instrument pertaining to carriage are inapplicable.

SUBJECT TO SECTION 7 OF CONDITIONS

CONSIGNED TO: L M VAIL

SIGNATURE OF CONSIGNOR

DESTINATION: BOARDBENT+ STATE OREGON COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME
TRUCK ARROW	LIQUID ASPHALT	AR-4000W W/ 3/10 OF 1%PAVE BOND SPEC
TRAILER		

TRUCK ID 154
INBOUND 2 26720 lb
LOG NO. 400
MEMO GALS

	TRUCK	TRAILER
GROSS WT. OR QUANTITY	85120 lb	
TARE WT.	26720 lb	
NET WT.	58400 lb	
NET QUAN. @ 60°F	21.20	TONS
LOAD. TEMP.	340	
CONV. OR CORRECTION FACTOR		

CASH SALE

RECEIVED ...$ _____

CHEVRON USA INC., Shipper

ARRIVED PLANT 5:56 DEPARTED PLANT 6:19 LOADED FROM TANK NO. 1/2

DELAYED HOURS DUE TO.

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER CONTAINER FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

PER one

ARROW
(NAME OF TRANSPORTATION COMPANY)

PER

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY DATE

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

☒ OREGON STATE HIGHWAY DEPT. ☐ U.S. FOREST SERVICE

☐ FEDERAL HIGHWAY ADMINISTRATION ☐ OTHER _____

SIGNED _____

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
44				
VIS. @ 140°F	FLASH	SP. GR.	NET GALS.	
3674	440+			

CUSTOMER COPY 5

68

AB-74 PORT (OS-4-77) PRINTED IN U.S.A.

RECEIVED FROM
Chevron U.S.A. INC.

STRAIGHT BILL OF LADING — SHORT FORM ORIGINAL — NOT NEGOTIABLE

No. 885245

BY: ARROW
(TRANSPORTATION COMPANY)

FREIGHT CHARGES
COLLECT

6-11-82 6-11-82

WILLAMINA

SHIPPING POINT

P.O. NO.
CONTRACT
PROJ. NO.

CONSIGNED

SUBJECT TO SECTION 7 OF CONDITIONS

SIGNATURE OF CONSIGNOR

DESTINATION:

STATE OREGON

COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME		TRUCK	TRAILER
TRUCK ARROW	LIQUID ASPHALT	AR-4000W W/ 3/10 OF 1% PAVE BOND SPEC.	GROSS WT. OR QUANTITY	85460 lb	
TRAILER			TARE WT.	25940 lb	
			NET WT.	59520 lb	
			NET QUAN. @ 60°F	29.76	TONS
			LOAD. TEMP.	340	
			CONV. OR CORRECTION FACTOR		

TRUCK ID 106
INBOUND 3 25940 lb
LOG NO. 400
GALS 6904

CASH SALE

RECEIVED ...$

CHEVRON USA INC., Shipper

PER

ARRIVED PLANT 7156 DEPARTED PLANT 8:52 LOADED FROM TANK NO. 1, 2

DELAYED HOURS DUE TO

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER CONTAINER FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

ARROW
(NAME OF TRANSPORTATION COMPANY)

PER

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY DATE

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

☐ OREGON STATE HIGHWAY DEPT. ☐ U.S. FOREST SERVICE

☐ FEDERAL HIGHWAY ADMINISTRATION ☐ OTHER

SIGNED

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
44				
VIS. @ 140°F	FLASH	SP. GR.	NET GALS.	
367	440+			

CUSTOMER COPY 5
69

AB-74 PORT (08-4-77) PRINTED IN U.S.A.

RECEIVED FROM
Chevron U.S.A. Inc.

STRAIGHT BILL OF LADING SHORT FORM ORIGINAL – NOT NEGOTIABLE

No. 885293

BY: **ARROW**
(TRANSPORTATION COMPANY)

C 13 80692 00 2 — 6-13-82 — 6-13-82

FREIGHT CHARGES **COLLECT**

F.O.B. **WOLLBRIDGE**

AGENT OR PROJ.

L W VAIL CO INC
PO BOX 813
HERMISTON OR 97838

9434

1300 CODE

SHIPPING POINT WILLBRI

P.O. NO.
CONTRACT
PROJ. NO.

The property described below, in apparent good order, which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route; otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that the transportation services to be performed hereunder shall be subject to all conditions, terms and conditions not prohibited by law, of the Transportation Company's Uniform Straight Bill of Lading Contract or non certificated motor carrier for-hire transportation services shall be subject to the terms and conditions of the contract, service order or agreement executed between the parties hereto when not in contravention of any existing law.

If delivery of the property described hereon is FOB point of origin and made into a vehicle owned or leased by the buyer, this form shall constitute a delivery receipt (not an invoice) for said property in good order, with title hereto passing at point of origin to the buyer, and terms in this instrument pertaining to carriage are inapplicable.

CONSIGNED TO: L W VAIL

SUBJECT TO SECTION 7 OF CONDITIONS

SIGNATURE OF CONSIGNOR

DESTINATION: **BOARDBENT** STATE **OREGON** COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME		TRUCK	TRAILER
TRUCK ARROW	LIQUID ASPHALT	AR-4000W W/ 3/10 OF 1% PAVE BOND SPEC	GROSS WT. OR QUANTITY	84040 lb	
TRAILER			TARE WT.	~~24520 lb~~ 25680	
			NET WT.	~~59520~~ lb 58360	
			NET QUAN. @ 60°F	29.18	TONS
			LOAD. TEMP.	330	
			CONV. OR CORRECTION FACTOR		

TRUCK ID 664
INBOUND 1 ~~24520~~ lb
LOG NO. 400 25680

MEMO GALS

CASH SALE

RECEIVED ...$ _____

CHEVRON USA INC., Shipper

ARRIVED PLANT 23:16 DEPARTED PLANT 23:40 LOADED FROM TANK NO. 110

DELAYED HOURS DUE TO

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER CONTAINER FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

PER _____ **ARROW** (NAME OF TRANSPORTATION COMPANY) PER _____

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY _____ DATE _____

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

☒ OREGON STATE HIGHWAY DEPT. ☐ U.S. FOREST SERVICE

☐ FEDERAL HIGHWAY ADMINISTRATION ☐ OTHER _____

SIGNED _____

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
44				
VIS. @ 140°F	FLASH	SP. GR.	NET GALS.	
3674	440+			

CUSTOMER COPY 5
70

AB-74 PORT (OS-4-77) PRINTED IN U.S.A.

Chevron

RECEIVED FROM
Chevron U.S.A. Inc.

STRAIGHT BILL OF LADING SHORT FORM ORIGINAL – NOT NEGOTIABLE

No. 885294

BY: **ARROW**
(TRANSPORTATION COMPANY)

FREIGHT CHARGES

6-14-82 6-14-82

COLLECT BPE

WILLBRIDGE

F.O.B.

CREDITED

13 80692 0.0.2

L W VAIL CO INC
PO BOX 813
HERMISTON OR 97838

1308

CODE

SHIPPING POINT WILLBRIDGE

PROJ #

9434

P.O. NO.
CONTRACT
PROJ. NO.

The property described below, in apparent good order, which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route), otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that the transportation services to be performed hereunder shall be subject to all the stated terms and conditions not prohibited by law of the Transportation Company's Uniform Bill of Lading. Contract or non-certificated motor carrier for-hire transportation services shall be subject to the terms and conditions of the contract service order or agreement executed between the parties hereto when not in contravention of any existing law.

If delivery of the property described hereon is FOB point of origin and made into a vehicle owned or leased by the buyer, this form shall constitute a delivery receipt (not an invoice) for said property in good order, with title hereto passing at point of origin to the buyer, and [illegible] instrument pertaining to carriage are inapplicable.

CONSIGNED TO: L W VAIL

SUBJECT TO SECTION 7 OF CONDITIONS

SIGNATURE OF CONSIGNOR

DESTINATION: BOARDBENT+ STATE OREGON COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME		TRUCK	TRAILER
TRUCK ARROW	LIQUID ASPHALT	AR-4000W W/ 3/10 OF 1% PAVE BON BPEC	GROSS WT. OR QUANTITY	84660 lb	
TRAILER			TARE WT.	26960 lb	
			NET WT.	57700 lb	
	TRUCK ID 174 INBOUND 4 26960 lb LOG NO. 400		NET QUAN. @ 60°F	28.85	TONS
		MEMO GALS	LOAD. TEMP.	330	
			CONV. OR CORRECTION FACTOR		

CASH SALE

RECEIVED ...$

CHEVRON USA INC., Shipper

ARRIVED PLANT 1:00 DEPARTED PLANT 1:24 LOADED FROM TANK NO. 110

DELAYED HOURS DUE TO

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER ~~CONTAINER~~ FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

PER BPE

ARROW
(NAME OF TRANSPORTATION COMPANY)

PER

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY DATE

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

☒ OREGON STATE HIGHWAY DEPT. ☐ U.S. FOREST SERVICE

☐ FEDERAL HIGHWAY ADMINISTRATION ☐ OTHER

SIGNED

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
44				
VIS. @ 140°F	FLASH	SP. GR.	NET GALS.	
3674	440+			

AB-74 PORT (OS-4-77) PRINTED IN U.S.A.

CUSTOMER COPY 5

71

RECEIVED FROM
Chevron U.S.A. Inc.

STRAIGHT BILL OF LADING SHORT FORM ORIGINAL – NOT NEGOTIABLE

No. 885295

BY: [redacted]
TRANSPORTATION COMPANY

6-14-82 6-14-82

FREIGHT CHARGES: one
COLLECT

[redacted]

SHIPPING POINT

P.O. NO.
CONTRACT
PROJ. NO.

SUBJECT TO SECTION 7 OF CONDITIONS

SIGNATURE OF CONSIGNOR

DESTINATION: BOARDMENT STATE OREGON COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME		TRUCK	TRAILER
TRUCK [redacted]	LIQUID ASPHALT	AR-4000W w/ 3/10 of 1% PAVE BOND SPEC	GROSS WT. OR QUANTITY	85640 lb	
TRAILER			TARE WT.	26880 lb	
	TRUCK ID 604		NET WT.	58760 lb	
	INBOUND LOG NO. 2 400	26880 lb	NET QUAN. @ 60°F	29.38	TONS
			LOAD. TEMP.	330	
			CONV. OR CORRECTION FACTOR		

7000 GALS

CASH SALE

RECEIVED ...$ _____

CHEVRON USA INC., Shipper

ARRIVED PLANT 4:20

DEPARTED PLANT 4:49

LOADED FROM TANK NO. 110

DELAYED HOURS DUE TO

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER CONTAINER FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

PER [redacted]

ARROW
(NAME OF TRANSPORTATION COMPANY)

PER [redacted]

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY _____ DATE _____

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

☒ OREGON STATE HIGHWAY DEPT. ☐ U.S. FOREST SERVICE

☐ FEDERAL HIGHWAY ADMINISTRATION ☐ OTHER _____

SIGNED [redacted]

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
44				
VIS. @ 140°F	FLASH	SP. GR.	NET GALS.	
367	480+			

CUSTOMER COPY 5
72

AB-74 PORT (05-4-77) PRINTED IN U.S.A.

Chevron

RECEIVED FROM
Chevron U.S.A. Inc.

STRAIGHT BILL OF LADING SHORT FORM ORIGINAL – NOT NEGOTIABLE

No. 885296

BY: **ARROW**
(TRANSPORTATION COMPANY)

FREIGHT CHARGES **COLLECT**

13 80692 0 6-14-82 6-14-82

CONSIGNED TO
L W VAIL CO INC
PO BOX 813
MERRISTON OR 97838

1300 CODE

SHIPPING POINT WILLBRIDGE

P.O. NO.
CONTRACT
PROJ. NO.

PROJ. 9434

F.O.B. WILLBRIDGE

The property described below, in apparent good order, which said Transportation Company (the word "company" being understood as including any person or corporation in possession of the property) agrees to transport and deliver to consignee at his usual place of delivery (if on its own line or route), otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that the transportation services to be performed hereunder shall be subject to the limited terms and conditions not prohibited by law, of the Transportation Company's Uniform Bill of Lading Contract or non-certificated motor carrier for-hire transportation services shall be subject to the terms and conditions of the contract service order or agreement executed between the parties hereto when not in contravention of any existing law.

If delivery of the property described hereon is FOB point of origin and made into a vehicle owned or leased by the buyer, this form shall constitute a delivery receipt (not an invoice) for said property in good order, with title hereto passing at point of origin to the buyer, and terms on this instrument pertaining to carriage are inapplicable.

CONSIGNED L W VAIL

SUBJECT TO SECTION 7 OF CONDITIONS

SIGNATURE OF CONSIGNOR

DESTINATION: **BOARDBENT+** STATE **OREGON** COUNTY

VEHICLE NO.	PROPER SHIPPING NAME	PRODUCT NAME		TRUCK	TRAILER
TRUCK ARROW	LIQUID ASPHALT	AR-4000W W/ 3/10 OF 1% PAVE BOND SPEC	GROSS WT. OR QUANTITY	84940 lb	
TRAILER			TARE WT.	26740 lb	
			NET WT.	58200 lb	
			NET QUAN. @ 60°F	29.1	TONS
			LOAD. TEMP.	350	
			CONV. OR CORRECTION FACTOR		

TRUCK ID 154
INBOUND 1 26740 lb
LOG NO. 400

MEMO GALS

CASH SALE

RECEIVED ...$ _____

CHEVRON USA INC., Shipper

ARRIVED PLANT 4:59 DEPARTED PLANT 5:22 LOADED FROM TANK NO. 11

DELAYED HOURS DUE TO

CARRIER CERTIFIES THAT THE CARGO TANK SUPPLIED FOR THIS SHIPMENT IS A PROPER CONTAINER FOR THE TRANSPORTATION OF THIS COMMODITY UNDER APPLICABLE DEPARTMENT OF TRANSPORTATION REGULATIONS.

PER _____

ARROW
(NAME OF TRANSPORTATION COMPANY)

PER _____

Permanent Post-Office Address of Shipper 575 Market Street, San Francisco, CA 94105

RECEIVED AT DESTINATION

BY _____ DATE _____

CERTIFICATE OF COMPLIANCE

I CERTIFY THAT THE SHIPMENT OF ASPHALTIC MATERIAL IDENTIFIED ABOVE AND COVERED BY THIS BILL OF LADING COMPLIES WITH THE STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS APPLICABLE TO THIS PROJECT BY AND FOR THE AGENCY INDICATED.

☒ OREGON STATE HIGHWAY DEPT. ☐ U.S. FOREST SERVICE

☐ FEDERAL HIGHWAY ADMINISTRATION ☐ OTHER _____

SIGNED _____

PEN. @ 77°F	PEN. OF RES.	% OF RES.	VIS. @ 77°F	VIS. @ 122°F
44				
VIS. @ 140°F	**FLASH**	**SP. GR.**	**NET GALS.**	
3674	440+			

CUSTOMER COPY 5
73

AB-74 PORT (OS-4-77) PRINTED IN U.S.A.

9434

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

TELEPHONE 223-1107
AREA CODE 503

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROBERT S. BANKS, JR.

LEO LEVENSON
OF COUNSEL
(1903-1981)

May 7, 1984

Mr. James E. Bartels
Spears, Lubersky, Campbell,
Bledsoe, Anderson & Young
Attorneys at Law
Suite 800
520 S. W. Yamhill Street
Portland, Oregon 97204

Re: Eucon Corporation v. State of Oregon, Acting by and Through its Transportation Commission, Department of Transportation, Highway Division, and Chevron USA, Inc. - Marion County Circuit Court No. 145 752

Dear Jim:

I have received your letter of May 3, 1984 with respect to the above-captioned matter and the potential setting of depositions for May 25 or 29, 1984.

I am currently scheduled to be in depositions out of the state of Oregon for almost the entire week of May 21 through and including May 25 and also am scheduled for depositions on May 29 with the starting of an arbitration involving Mr. Cloran on May 31 and June 1. I believe that it would be more advantageous to defer the taking of these depositions for a few days and certainly until such time as you have produced the documents that we have requested so that we can intelligently take the depositions.

I would suggest that we have a conference call between the attorneys involved to schedule depositions and production of documents in a meaningful and orderly fashion.

Very truly yours,

KOBIN & MEYER, P.C.

DAVID R. TRACHTENBERG
David R. Trachtenberg

cc: Mr. William F. Cloran

COPY

9434

In the Circuit Court of the State of Oregon

for the County of Marion

EUCON CORPORATION, a corporation,

Plaintiff

vs.

STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a municipal corporation, CHEVRON USA, INC., a corporation,

Defendant

No. 145 752

SUMMONS

To STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION

c/o David Frohnmayer
Attorney General
State Office Building
Salem, Oregon Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

SIGNATURE OF OREGON RESIDENT ATTORNEY

David R. Trachtenberg - 76360

TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of ..... } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

ATTORNEY(S) FOR PLAINTIFF(S)

David R. Trachtenberg

KOBIN & MEYER
ATTORNEYS FOR PLAINTIFF
Suite 800 - 610 S. W. Alder St.
Portland, Oregon 97205
Telephone 223-1107

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS-NESS LAW PUB. CO., PORTLAND, ORE

Certified a true and correct copy of the original.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EUCON CORPORATION, a corporation, Plaintiff, v. STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a municipal corporation, CHEVRON USA, INC., a corporation, Defendants.	No. 145 752 COMPLAINT (ACTION FOR DECLARATORY RELIEF)

For claim for relief, plaintiff alleges:

I

This is a proceeding for declaratory relief brought pursuant to ORS Chapter 28 for the purpose of determining a question in actual controversy between the parties hereto.

II

Plaintiff is a corporation organized and existing under the laws of the State of Idaho, which is authorized to transact business and perform contracts in the State of Oregon. Defendant, State of Oregon, is a municipal corporation, acting by and through its Oregon Transportation Commission, Highway Division (hereafter "OSHD"); defendant Chevron USA, Inc., is a California corporation, registered and authorized to transact business in the State of Oregon (hereafter "Chevron").

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800, 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

III

Plaintiff entered into a contract with OSHD for the construction, repair, replacement and maintenance of a section of highway known as the "Juniper Canyon Road - Lexington/Echo Highway" in Morrow County, Oregon, being OSHD Contract No. 9434 (hereafter "the Contract").

IV

As part of the work to be performed under the the Contract, plaintiff was required to supply and place asphaltic cement with an antistrip additive.

V

Plaintiff entered into agreements with Chevron to supply necessary materials, including the asphalt material, all as required in full accord with the Contract plans and specifications, which Chevron agreed to perform and supply in accordance with said requirements.

VI

Thereafter, and pursuant to the Contract, plaintiff performed all work required by the Contract in full complaince therewith and in a good and workmanlike manner.

VII

Thereafter, OSHD deducted from the final payment, which payment covered the period for work performance through June of 1982, the sum of $18,303.00 for non-specification asphaltic cement.

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800, 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

VIII

Defendant OSHD contends that the deduction was as a result of asphaltic materials supplied by Chevron not being in accordance with the requirements of the plans and specifications of the Contract. Defendant Chevron contends that the basis for the non-specification material was that while its materials were in compliance with the plans and specifications that said materials did not meet the specifications after the addition of the anti-strip additive, which was directed to be added by OSHD.

IX

Plaintiff is uncertain which of the defendants is responsible for the asphaltic cement being out of specification or which of the contentions of the defendants, as above alleged, is correct and proper and, who is the responsible party to reimburse plaintiff for the deduction, the cause of the deficiency not being that of plaintiff.

X

Plaintiff is entitled to interest on the sum of $18,303.00, at the statutory rate of 18% per annum from June 18, 1982, the date said sum should have been paid to plaintiff in accordance with the fifth and final estimate, until paid. Plaintiff is also entitled to recover its reasonable attorneys fees.

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800, 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

WHEREFORE, Plaintiff prays:

1. That a declaratory judgment be rendered and entered declaring and adjudicating the respective rights and duties of which of the defendants is obligated to plaintiff as above alleged, and further declaring that plaintiff is entitled to be paid the aforesaid sum of $18,303.00, together with interest at the appropriate statutory rate and the date from which said interest should accrue;

2. For plaintiff's reasonable attorneys fees and costs and disbursements incurred herein;

3. For such other and further relief as to the court may seem proper.

KOBIN & MEYER, P.C.

By DAVID R. TRACHTENBERG
David R. Trachtenberg - 76360
Trial Attorney

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800, 610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

9434

5-3-84

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EUCON CORPORATION, a corporation, Plaintiff, v. STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a municipal corporation, CHEVRON USA, INC., a corporation, Defendants.	No. 145 752 RESPONSE TO STATE OF OREGON'S REQUEST FOR PRODUCTION

Defendant Chevron U.S.A., Inc., responds to State of Oregon's Request for Production as follows:

Request No. 1: Reports of all tests concerning asphalt used on OSHD Contract No. 9434, including testing methods, results, methodology, and other data.

Response: This defendant will provide copies of test reports.

Request No. 2: Records concerning processing or manufacture of asphalts from which asphalt was shipped to plaintiff Eucon for use on OSHD Contract No. 9434, including quality control records and test results.

Response: This defendant objects to this request on the grounds it is overbroad, ambiguous, seeks information irrelevant to any issue in this case and is not reasonably calculated

//////

SPEARS, LUBERSKY, CAMPBELL, BLEDSOE, ANDERSON & YOUNG
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON 97204 - 228-9181

to lead to the discovery of admissible evidence, and seeks confidential and proprietary information. Defendant will provide its test reports on the asphalt at issue.

Request No. 3: A copy of the contract between Chevron and Eucon.

Response: The only written contracts were the bills of lading, copies of which have already been provided.

Request No. 4: Copies of all correspondence, including telephone logs, memoranda and conference records of all correspondence and discussions between representatives of Chevron, USA and Eucon concerning asphalt for use on Contract No. 9434.

Response: This defendant objects to this request to the extent it seeks information not subject to production because of the attorney-client, work product and preparation for litigation privileges and exceptions to discovery. Other than such documents, the material will be provided.

Request No. 5: All correspondence, records, documents in defendant Chevron, USA's possession concerning performance of asphalt on Contract No. 9434.

Response: Respondent is uncertain what is being requested because this request is ambiguous. However, defendant will provide its test reports. The bills of lading have already been provided.

Request No. 6: Invoices, shippings lists, delivery tickets showing all of the persons and entities who received

//////

SPEARS, LUBERSKY, CAMPBELL,
BLEDSOE, ANDERSON & YOUNG
ATTORNEYS AT LAW
500 PACIFIC BUILDING
PORTLAND, OREGON 97204 - 226-8151

asphalt from the same batch or batches from which asphalt for use on Contract No. 9434 was shipped to plaintiff Eucon.

Response: The bills of lading have already been provided.

Request No. 7: Copies of all correspondence with customers furnished similar oils.

Response: Respondent objects to this request on the grounds that it is vague and overbroad, is not reasonably designed to elicit admissible evidence, seeks information which would be irrelevant to any issue in this case, an effort to comply would be unreasonably burdensome, and the request may include confidential information.

DATED this 3rd day of May, 1984.

SPEARS, LUBERSKY, CAMPBELL,
BLEDSOE, ANDERSON & YOUNG

By: _____
James E. Bartels - OSB No. 74029

Attorneys for Defendant
Chevron USA, Inc.

SPEARS, LUBERSKY, CAMPBELL,
BLEDSOE, ANDERSON & YOUNG
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND OREGON 97204 - 228-6181

9434

SPEARS, LUBERSKY, CAMPBELL,
BLEDSOE, ANDERSON & YOUNG
ATTORNEYS AT LAW
520 S.W. YAMHILL STREET, SUITE 800
PORTLAND, OREGON 97204

TELEPHONE (503) 226-6151

TELECOPIER XEROX 410
(503) 224-0388

FRANK H. SPEARS
WILLIAM F. LUBERSKY
GEORGE B. CAMPBELL
JOHN P. BLEDSOE
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
LEWIS K. SCOTT
RICHARD S. BORST
GEORGE L. WAGNER
STANLEY R. LOEB
MICHAEL G. HOLMES
GEORGE L. KIRKLIN
LEIGH D. STEPHENSON
JOHN H. DORAN
O. MEREDITH WILSON, JR.
LAURENCE F. JANSSEN

ROBERT E. MALONEY, JR.
RICHARD C. HUNT
JOHN W. GOULD
JOHN M. BERMAN
RICHARD H. WILLIAMS
EDWIN A. HARNDEN
RICHARD F. LIEBMAN
CHARLES J. PRUITT
NELSON D. ATKIN II
JAMES E. BARTELS
MICHAEL J. LILLY
JEFFREY M. BATCHELOR
JOHN C. STEVASON
DONALD H. PYLE
JEFFREY C. WOLFSTONE
JAMES L. HILLER
CRAIG D. BACHMAN
MILO PETRANOVICH

FRANK M. PARISI
TIMOTHY R. HARMON
BRUCE C. HAMLIN
RICHARD N. VAN CLEAVE
MARY-ANNE SAARINEN
JOHN W. WEIL
SCOTT P. MONFILS
PAULA B. WEISS
HELEN RIVES-HENDRICKS
P. ANNE KLASSNER
MARIANNE SCHIMELFENIG
TRISH M. BROWN
SUSAN E. PIPER
VIVIAN I. RAITS
RANDALL W. ROSÁ
JOHN KENT PEARSON, JR.
MARK B. BLOCK
BRENDA MARIE FITZGERALD

CHARLES F. HUDSON
LINDSEY HARRIS HUGHES
DAVID N. HICKS, JR.
DAVID G. HOSENPUD
PAUL F. MAUTNER
HOWARD RUBIN
MARVIN D. FJORDBECK
DANNY L. HITT, JR.

May 3, 1984

S10-7004-1
OUR FILE NO.

William F. Cloran, Esq.
General Counsel
State Highway Division
Department of Transportation
113 Transportation Building
Salem, OR 97310

Re: Eucon Corporation v. State of Oregon, et al

Dear Mr. Cloran:

I enclose a copy of Chevron's Response to your Request for Production and of Chevron's Request for Production of the State. Please let me know if you want me to have the documents you requested copied and sent to you, or if you prefer to review them first in our offices.

After I receive the State's documents, I would like to take the depositions of Mr. James Wilson of the Oregon State Highway Department, and Mr. H. Scott Coulter of the State Highway Department. I suggest we schedule those depositions for May 25 or 29, 1984. Please call to let me know which date you prefer. I will provide the reporter.

Very truly yours,

James E. Bartels

Enclosures
cc with enc.: David R. Trachtenberg, Esq.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EUCON CORPORATION, a corporation, Plaintiff, v. STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a municipal corporation, CHEVRON USA, INC., a corporation, Defendants.	No. 145 752 CHEVRON USA, INC.'S REQUEST FOR PRODUCTION OF DOCUMENTS FROM STATE OF OREGON

Pursuant to ORCP 43, defendant Chevron USA, Inc., requests that defendant State of Oregon, acting by and through its Transportation Commission, Department of Transportation, Highway Division (hereafter "State"), produce for inspection and copying at 800 Pacific Building, 520 S. W. Yamhill Street, Portland, Oregon on or before May 23, 1984, the following documents (the phrase documents includes writings, drawings, graphs, charts, diaries, notes, photographs, phono-recordings, ledgers, accounting data, and other data compilations from which the requested information can be obtained):

1. All test reports for asphalt sold by Chevron USA, Inc. (Chevron), from which samples were taken by the State from May 15 through June 30, 1982.

2. All test reports for asphalt sold by Chevron and used on OSHD Contract No. 9434, samples of which were taken by

SPEARS, LUBERSKY, CAMPBELL, BLEDSOE, ANDERSON & YOUNG
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON 97204 - 226-6151

or on behalf of the State of Oregon between May 15 and June 30, 1982, including but not limited to the samples and test results which gave rise to the State's assertion of non-compliance against plaintiff in this lawsuit.

3. All documents concerning, commenting on, or relating to the effect of anti-stripping additives on asphalt.

4. All correspondence between the State of Oregon and any other person or company concerning asphalt used on OSHD Contract No. 9434.

5. All documents relating to, concerning or commenting on the reason for the proposed change by the State of Oregon in its 1984 specifications for asphaltic materials to provide asphalt cement "shall meet the following requirements before and after the addition of a required antistripping additive and at the time of use when tested in accordance with the methods herein-after enumerated."

DATED this 3rd day of May, 1984.

SPEARS, LUBERSKY, CAMPBELL,
BLEDSOE, ANDERSON & YOUNG

By: _____
James E. Bartels - OSB No. 74029

Attorneys for Defendant
Chevron USA, Inc.

SPEARS, LUBERSKY, CAMPBELL,
BLEDSOE, ANDERSON & YOUNG
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON 97204 - 228-6151

1434

May 3, 1984

Honorable Donald C. McElligott
County Judge
Morrow County Courthouse
Heppner, Oregon 97836

Re: Eucon Corp. v. State of Oregon
Marion County Circuit Court Case No. 145-752

Dear Don:

It was a pleasure to chat on the phone with you concerning the Eucon case. That case concerns the paving of Bombing Range Road. The project was undertaken pursuant to a June 15, 1981, agreement with Morrow County. The agreement includes the requirement on page 4, paragraph 1, of the Special Provisions that the county contribute 100% of the amount by which actual total project cost exceeds the FAS Fund available. Based upon this requirement, a Project Agreement dated February 8, 1982 limited federal funds to a fixed amount of $355,000.00, limited state participation $23,793.00 and estimated requirement for county funding of $92,950.00.

For a number of reasons such as changes in quantities, price adjustments and deductions for non-specification asphalt quality, the project was not as expensive as initially anticipated. As of this date all federal and state funds committed to the project have been used. However, as of May 1, 1984, only $53,453.63 of the estimated $92,950.00 of county funds committed to the project have been used.

The claim of Eucon Corporation is an attempt by that company to recover some $18,303.00 which the state deducted from contract payments due to non-specification asphalt. The dispute is actually a three-way fight in which the principle players are the State of Oregon, Department of Transportation, Chevron USA and Eucon.

The state specification for asphalt used on the job required two things. First, that the asphalt be of a specified quality having certain binding and penetration characteristics that are too complicated to discuss in detail in this letter. Second, that any additives added to the asphalt oil were not to cause deterioration of the penetration and binding characteristics of the asphalt. An anti-stripping additive was required for the asphalt used on Bomber Range Road. Eucon purchased the asphalt from Chevron. In accord with industry practices, Chevron added the anti-stripping agent at Chevron's plant prior to shipment and before the state could test the asphalt. The net effect of this should have been inconsequential since the specifications also required that the additive have no effect on the test characteristics oil.

When asphalt oils arriving at the project site were tested by the Department of Transportation, it was found that virtually all oil delivered was marginally out of specification. Rather than rejecting the oil, the contract provided that a monetary penalty could be assessed. The penalty amounted to $18,303.00.

Ordinarily a claim for such an amount based upon an honest difference of opinion between the parties in a contract of this size would be settled long before a lawsuit was filed. In this case, however, Chevron has been attempting to use litigation to force the state to change its Standard Specifications and to avoid responsibility for the penetration and binding characteristics of the asphalt oil after it has added any required additives. The state considers such a position to be unreasonable since it would preclude effective testing of oils delivered to the jobsite for inclusion in the contractor's asphalt mix. The state and Chevron, therefore, have been willing to spend sums that would not otherwise be considered reasonable to litigate this matter as a test case. There the matter would lie had not Keith Martin and his supervisor, Bryant Jackmond, examined the payment records of the contract and determined that the entire state share had been expended and that additional money to finance this litigation would come from Morrow County.

Having recently served as City Attorney in The Dalles and being familiar with local budgets in Eastern Oregon, I thought it best to consult with you because the combination of litigation costs and possible judgment exposure will exceed the $18,303.00 which Eucon is requesting. Eucon has also agreed to reduce that figure by $3,650.60 in the event that settlement prior to trial is reached.

The fact that the financial burden of this litigation would fall upon Morrow County makes this office and the Highway Department less willing to proceed with this litigation as a "test case" unless the Morrow County Court agrees that we should proceed on that basis. We estimate our chances of winning at trial at this point to be somewhere in the range between 40 and 60%. Were we to win, there would be little expense to the county. A loss could lead to exposure to a combination of judgment and legal costs that we would presently estimate to fall within the $25-30,000 range.

I would request that you bring the matters contained in this letter to the attention of the members of the County Court. This letter and the contents of this letter are exempt from disclosure to members of the public under the exceptions in ORS 192.500(1)(a) as being concerned with a matter currently in litigation in which both the state and Morrow County are interested. The contents should be discussed only at an executive session convened pursuant to ORS 192.660(1)(e) and (h).

If you wish that an out of court settlement be pursued, please inform me as quickly as possible so that I may take appropriate action before additional litigation cost is incurred.

I am enclosing for your information a statement of project agreement costs dated February 8, 1982, furnished to me by Keith Martin. Mr. Martin informs me that $53,361.28 has been billed to the county to date. There is an outstanding amount of $92.40 not billed for a total present county liability of $53,453.68. Even an adverse litigation result would leave the county with a liability below the $92,950.00 originally estimated. Please let me know your desires.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC:mj
Enclosures
bcc: O. B. Jackmond

9434

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: William Cloran
Assistant Attorney General

DATE: May 2, 1984

FROM: Keith Martin, P.E., P.L.S.
Contract Claims Coordinator

SUBJECT: Eucon Corp. vs State of Oregon and Chevron
Juniper Canyon Road-Lexington/Echo Hwy.
Contract No. 9434

The June 15, 1981 agreement with Morrow County includes a requirement on page 4, paragraph 1 of the Special Provisions that the County contribute 100 percent of the amount by which actual total cost exceeds the FAS Fund. Based on this requirement, the Project Agreement dated February 8, 1982 limited the Federal Funds to a fixed amount of $355,000.00, limited State participation to $23,793.00 and estimated a requirement for County funding of $92,950.00.

A number of reasons such as changes in quantities and the adjustment for deficient asphalt quality led to an underrun in the total cost. At this time all Federal and State Funds have been committed. However, as of May 1, only $53,453.63 of County funds have been committed to this project.

The liquid asphalt specifications required a minimum penetration of 40 using AASHTO test method T49 on the Residue from Rolling Thin Film Oven (RTFO) for AR4000W liquid asphalt. On this project all tests for this property gave results of less than 40. Section 105.03 of the Standard Specifications allows the engineer to accept material determined to be reasonably acceptable with an appropriate adjustment in the contract price. The standard adjustment for liquid asphalt is 25

Contains Recycled Materials

percent of the invoice value of material represented by failing tests. Using this criteria, an adjustment of $18,303 was assessed against Eucon Corporation of Idaho, the contractor.

Chevron, the supplier, argued the asphalt conformed to the specification requirements before addition of an anti-stripping additive. Since the specifications refer to a contractor's certification of material tested prior to any additive addition, Chevron maintains they are not responsible for results of material tested with additives. The State does not necessarily agree with Chevron's interpretation of when the asphalt should be sampled and tested. However, our Materials Section has conducted a number of tests which indicate that under certain conditions the RTFO Residue penetration could be reduced by one with the addition of the anti-stripping additive used on this project.

If, for the sake of argument, while not agreeing that this is a valid method of computation, we increase all test penetration value by one and re-calculate the adjustment, the adjustment would be $6,665.90. This calculation also highlights the fact that most of the liquid asphalt was very close to meeting contract requirements.

KM:mk

KM/M01

9434/

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROBERT S. BANKS, JR.

TELEPHONE 223-1107
AREA CODE 503

LEO LEVENSON
OF COUNSEL
(1903-1981)

March 29, 1984

Mr. William F. Cloran
Assistant Attorney General
Department of Justice
Justice Building
Salem, Oregon 97310

Re: Eucon Corporation v. State of Oregon and Chevron USA, Inc. - Marion County Circuit Court
Case No. 145 752

Dear Bill:

As per our discussion of March 29, 1984, regarding the above case, I appreciate your assistance in attempting to resolve this matter. I think, unfortunately, that the demands Chevron is making in terms of exculpatory language, may well make it impossible for this case to settle, despite the best efforts of you and me.

With respect to discovery, I would certainly appreciate your forwarding to me copies of those documents that are relevant with respect to the issues of the acceptability or nonacceptability of the asphalt. This would be with respect to any test results, other correspondence or memos with respect to the tests and the addition of the anti-strip additive and any other information that the Highway Department has that it will be relying upon in defense of this case.

If you want me to be more definitive in terms of the documents that are required, please advise. I think that based upon our discussion you know what documents I would like to review, and do not believe it will be necessary for me to have to review the normal large volume of files that the Highway Department assembles on a construction project of this nature.

If you could also advise who would be the most knowledgeable individuals at the Highway Department, in the event depositions are necessary, it would be appreciated.

I have sent your request for production on to my client and will advise you as soon as the documents are available for inspection.

I appreciate your cooperation in this matter.

Very truly yours,

KOBIN & MEYER, P.C.

David R. Trachtenberg

DRT/

9434

3-21-84

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

Case No. 145,752

EUCON CORPORATION, a corporation,

Plaintiff,

v.

STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a municipal corporation, CHEVRON, USA, INC., a corporation,

Defendants.

ANSWER OF DEFENDANT STATE OF OREGON

Comes now defendant State of Oregon and replies to the Complaint in the captioned matter alleging as follows:

I

Paragraph I of the Complaint is admitted.

II

Paragraph II of the Complaint is admitted except that portion which alleges that the State of Oregon is a municipal corporation, which is specifically denied.

III

Paragraph III of the Complaint is admitted.

IV

Paragraph IV of the Complaint is admitted.

///

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

V

Paragraph V of the Complaint is denied. Defendant does not have sufficient information upon which to base a belief as to the arrangements, if any, between defendant Chevron, USA and plaintiff.

VI

Paragraph VI of the Complaint is denied. In certain instances plaintiff failed to provide asphalt meeting the contract specifications and under the terms and conditions of the contract was penalized in the amount of $18,303.00.

VII

Paragraph VII of the Complaint is admitted.

VIII

Paragraph VIII of the Complaint is denied. Defendant State of Oregon contends only that the defendant failed to produce asphalt meeting specification.

IX

Paragraph IX is denied. Defendant alleges that plaintiff was in sole and exclusive control of the plant and machinery used to produce asphalt and of the sources of supply for ingredients.

X

Paragraph X is denied.

COUNTERCLAIM

Defendant counterclaims against plaintiff as follows:

XI

Defendant realleges the matter admitted in paragraphs I, II,

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

III and IV of the Complaint.

XII

Defendant alleges that certain of the asphalt produced by plaintiff did not meet the specification.

XIII

Defendant alleges that plaintiff's failure to produce specification grade asphalt damaged defendant State of Oregon in the amount of $18,303.00.

WHEREFORE, defendant prays that:

(1) A declaratory judgment be rendered, declaring and adjudicating the respective rights and duties of the parties under the contract, and that defendant is entitled to retain the sum of $18,303.00 as penalty;

(2) For defendant's reasonable attorney fees, costs and disbursements incurred herein; and

(3) Such other and further relief as the court may deem proper.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant State
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

CERTIFICATE OF SERVICE

I hereby certify that on the 21st day of March, 1984, I served a true copy of the within Answer upon the following, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

David R. Trachtenberg
Attorney at Law
KOBIN & MEYER
Suite 800
610 S. W. Alder Street
Portland, Oregon 97205

Frank H. Spears
Attorney at Law
SPEARS, LUBERSKY, CAMPBELL,
BLEDSOE, ANDERSON & YOUNG
800 Pacific Building
Portland, Oregon 97204

/s/ WILLIAM F. CLORAN

William F. Cloran
Assistant Attorney General
Attorney for Defendant State
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313
O.S.B. No. 72050

mj

☐ Tax Court
☐ Supreme Court
☒ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Encon
v. State
Case No. 145,752
Our File No.
Answer + 2 Requests for Production
(Title of Document)

☐ Signed
☐ Filed Mar 22, 19 84

By Judge

(Clerk's Sig.)

SP-58280-127

9434

3-21-84

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

Case No. 145,752

EUCON CORPORATION, a corporation,

Plaintiff,

v.

STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a municipal corporation, CHEVRON, USA, INC., a corporation,

Defendants.

REQUEST FOR PRODUCTION OF DOCUMENTS

To: CHEVRON, USA, INC.:

Pursuant to ORCP Rule 43, defendant State of Oregon requests defendant Chevron, USA, produce for inspection and copying within 45 days of the date of service, the documents and data requested below. The place of production shall be in the offices of attorneys for defendant State of Oregon at 100 Justice Building, Salem, Oregon, 97310, unless otherwise agreed by attorneys for the parties. For the purposes of this request, the term "document" or "item requested" includes writings, drawings, graphs, charts, photographs, phonograph records, tape recordings, video tapes, or other data compilations from which information may be obtained or translated, if necessary, in a reasonably useable form. This request for production of documents and

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

things shall be deemed a continuing request and shall include not only those things presently within defendant Chevron's possession, but also those things which come into defendant Chevron's possession or control at any time prior to termination of the action. Failure to comply with this request within the period specified will cause defendant to move for appropriate sanctions pursuant to ORCP Rule 46.

Defendant requests Chevron produce the following:

(1) Reports of all tests concerning asphalt used on OSHD Contract No. 9434, including testing methods, results, methodology, and other data.

(2) Records concerning processing or manufacture of asphalts from which asphalt was shipped to plaintiff Eucon for use on OSHD Contract No. 9434, including quality control records and test results.

(3) A copy of the contract between Chevron and Eucon.

(4) Copies of all correspondence, including telephone logs, memoranda and conference records of all correspondence and discussions between representatives of Chevron, USA and Eucon concerning asphalt for use on Contract No. 9434.

(5) All correspondence, records, documents in defendant Chevron, USA's possession concerning performance of asphalt on Contract No. 9434.

(6) Invoices, shippings lists, delivery tickets showing all of the persons and entities who received asphalt from the same batch or batches from which asphalt for use on Contract No. 9434

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4402

was shipped to plaintiff Eucon.

(7) Copies of all correspondence with customers furnished similar oils.

DATED this 21st day of March, 1984.

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant State
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310
PHONE 378-4400

CERTIFICATE OF SERVICE

I hereby certify that on the 21st day of March, 1984, I served a true copy of the within Request for Production upon co-defendant Chevron, USA, Inc., by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Frank H. Spears
Attorney at Law
SPEARS, LUBERSKY, CAMPBELL,
BLEDSOE, ANDERSON & YOUNG
800 Pacific Building
Portland, Oregon 97204

/s/ WILLIAM F. CLORAN

William F. Cloran
Assistant Attorney General
Attorney for Defendant State
100 State Office Building
Salem, Oregon 97310
Telephone: 378-6313
O.S.B. No. 72050

mj

9434

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

TELEPHONE 223-1107
AREA CODE 503

NORMAN B. KOBIN
PAUL R. MEYER
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JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROBERT S. BANKS, JR.

LEO LEVENSON
OF COUNSEL
(1903-1981)

RECEIVED
MAR 13 1984
FINANCIAL FRAUD SALEM

March 12, 1984

To: Bill Cloran
Trial

Mr. Tim Wood
Assistant Attorney General
Department of Justice
100 Justice Building
Salem, Oregon 97310

Re: Eucon Corporation v. State of Oregon and
Chevron USA, Inc. - Marion County Circuit Court
Case No. 145 752

Dear Tim:

I would appreciate the State filing its appearance in this matter no later than March 26, 1984, or I will be forced to take appropriate action, including taking of default without further written notice.

Very truly yours,

KOBIN & MEYER, P.C.

David R. Trachtenberg

DRT/

TO: 9434
Mr. Roger Lang
Department of Transportation
State Highway Division
P.O. Box 850
La Grande, Oregon 97850

FROM:
Morrow County Public Works
Department
P.O. Box 453
Lexington, Oregon 97839

Subject Matching Funds Payments on Bombing Range Road Project Date 03 / 01 / 84

MESSAGE

Dear Mr. Lang:

Judge McElligott requested I send to you copies of bills received and payed by my department, to the State, on the Bombing Range Road Project.

Appreciate your help on this!

Signed

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA MAR 06 1984 ☐

RECEIVED
REGION 5 OFFICE

REPLY

Dear Judge McElligott
Apparently the letter of credit expired before all the job charges were in. I donot Know why this job hasnot been finaled out. I am Asking our Local Govt Section in Salem to look into this
cy Mike Schultz

Signed Roger Lang Date 3/6/84

KLIP STATIONERS 472 SEND PARTS 1 AND 3 WITH CARBON INTACT — PART 2 WILL BE RETURNED WITH REPLY.

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER: 138503

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE: 1/17/84

YOUR ORDER NUMBER:

BILLING REQ. NUMBER: CA 2399

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
MORROWC		325	00			1,038.97
• MORROW COUNTY • ATTN: HONORABLE DONALD MCELLIGOTT	525-1073	296	00	000		1,038.97
• COURTHOUSE HEPPNER OR 97836	525-1073	297	00	000		(1,038.97)

DESCRIPTION

TOTAL PRICE

RE: FAS-C PROJECT RS-B564(3)
CONTRACT 9434
PER LETTER DATED 9/13/82, OSHD IS BILLING COUNTY DIRECTLY FOR COSTS ON THE ABOVE PROJECT. THIS STATEMENT REPRESENTS PROJECT COSTS OF CONTRACT WORK, CONSTRUCTION, ENGINEERING AND/OR OTHER COSTS RELATIVE TO THE ROAD WORK FOR THE JUNIPER CANYON RD/LEXINGTON-ECHO HWY SECTION ON BOMBER RANGE ROAD.

1,038.97

110.00 ACCT. PARTIAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

PH: _____ FOR CORRECTNESS OF CHARGES

PETE GONZALEZ 378-5034 PREPARER OF INVOICE

$10,092.90
1,038.97
16,810.43
35,148.98
53,268.38

63,361.28

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____

MAN. ASSIST _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

TOLL FREE: 1-800-452-7813 . Ext. 86232

September 13, 1982

CON

Morrow County
Courthouse
Heppner, OR 97835

REMITTANCE COPY

Attention: Honorable Donald McElligott
County Judge

Re: Contract 9434, RS-B564(3)

In February 1982, Oregon State Highway Division received a letter of credit in lieu of an advance deposit for $97,000.00 as your share of project costs on the Juniper Canyon Road-Lexington/Echo Highway section on Bomber Range Road.

Letter of Credit, FIOR Credit 37351, through First Interstate Bank expires on October 1, 1982. As of this date, we have drawn $35,418.98, leaving a balance of $61,581.02.

With the project near completion we will not ask for an extension on the letter of credit. Some costs are still coming in, including contractor's retainage which we have not paid yet. With the expiration of letter of credit 37351, Oregon State Highway Division will bill Morrow County directly for their share on any charges incurred after October 1, 1982.

Pete Gonzalez
Staff Accountant

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____

WAR. ISSUED _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

PG:cl

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER 138187

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
11/23/83	CA 0376	CA 2217

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
MORROWC		325	00			16,810.43
	525-1073	296	00	000		16,810.43
	525-1073	297	00	000		(16,810.43)

MORROW COUNTY
ATTN: HONORABLE DONALD MCELLIGOTT
COURTHOUSE
HEPPNER OR 97836

DESCRIPTION		TOTAL PRICE
RE: CONTRACT 9434 RS-B564(3) PER MY LETTER DATED 9/13/82, OSHD IS BILLING THE COUNTY DIRECTLY FOR COSTS ON THE ABOVE PROJECT. THIS STATEMENT REPRESENTS PROJECT COSTS OF CONTRACT WORK, CONSTRUCTION, ENGINEERING AND/OR OTHER COSTS RELATIVE TO THE ROAD WORK FOR THE JUNIPER CANYON RD/LEVINGTON-ECHO HWY SECTION ON BOMBER RANGE RD.		
FAS-C PROJECT RS-B564(3)		
COUNTY'S SHARE TO DATE	52,229.41	
LESS: PREVIOUSLY BILLED	(35,418.98)	
CURRENT SHARE		16,810.43
110.00 ACCT.		
YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:		
.... PH: ..... FOR CORRECTNESS OF CHARGES		
R PETE GONZALEZ PH:378-5034 PREPARER OF INVOICE		

FOLD

(7-61)

PROGRAM SECTION
MANAGER ..... PROJECT UNIT .....

MAN. PROJ. ..... PROGRAM UNIT .....
REFER TO .....
FOR .....

9434 C

2-23-84

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EUCON CORPORATION, a corporation, Plaintiff, v. STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a municipal corporation, CHEVRON USA, INC., a corporation, Defendants.	No. 145 752 ANSWER AND AFFIRMATIVE DEFENSE OF DEFENDANT CHEVRON U.S.A. INC.

For answer to plaintiff's complaint herein, defendant Chevron U.S.A. Inc. admits, denies and alleges as follows:

I

Admits the allegations of paragraphs I and II.

II

Defendant Chevron U.S.A. Inc. is without knowledge or information sufficient to form a belief as to the truth of the allegations of paragraphs III, IV and VI, and therefore denies each and every allegation thereof.

III

As to paragraph V, defendant Chevron U.S.A. Inc. admits that it sold liquid asphalt to plaintiff, but denies each and every other allegation contained in said paragraph V.

IV

As to paragraph VII, defendant Chevron U.S.A. Inc.

SPEARS, LUBERSKY, CAMPBELL,
BLEDSOE, ANDERSON & YOUNG
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON 97204 - 226-6151

admits that the defendant State of Oregon Acting By and Through Its Transportation Commission, Department of Transportation, Highway Division, withheld $18,303.00 from plaintiff, but is without knowledge or information sufficient to form a belief as to the truth of the remaining allegations of such paragraph, and therefore denies such remaining allegations.

V

Denies each and every other allegation contained in said complaint.

VI

Defendant Chevron U.S.A. Inc. has been required to retain an attorney for purposes of defending this case and is entitled to reasonable attorneys' fees for such defense.

FOR FURTHER, SEPARATE ANSWER AND AFFIRMATIVE DEFENSE, defendant Chevron U.S.A. Inc. alleges:

VII

Plaintiff has failed to state ultimate facts sufficient to constitute a claim against this defendant.

WHEREFORE, defendant Chevron U.S.A. Inc. prays that plaintiff's claim be dismissed as to this defendant and that this defendant have and recover judgment against plaintiff

/////////

SPEARS, LUBERSKY, CAMPBELL, BLEDSOE, ANDERSON & YOUNG
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND OREGON 97204 - 226-6151

for this defendant's reasonable attorneys' fees and costs and disbursements incurred herein.

SPEARS, LUBERSKY, CAMPBELL,
BLEDSOE, ANDERSON & YOUNG

By _____
Frank H. Spears - No. 39041
James E. Bartels- No. 74029
Trial Attorney
Attorneys for Defendant Chevron U.S.A. Inc.

SPEARS, LUBERSKY, CAMPBELL,
BLEDSOE, ANDERSON & YOUNG
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON 97204 — 228-6151

STATE OF OREGON)
) ss
County of Multnomah)

I, Mabelle F. Cour, being duly sworn, depose and say: (1) I am a competent person over the age of 18 years and a resident of Oregon, and I am not a party nor an attorney in the proceeding entitled Eucon Corporation v. State of Oregon etc. et al.

in the Circuit Court of Oregon for Marion County and bearing docket number 145 752 in said court; (2) I am a person regularly employed by Spears, Lubersky, Campbell, Bledsoe, Anderson & Young, with offices at 520 S. W. Yamhill Street, Suite 800, Portland, Oregon 97204, who are attorneys for Defendant Chevron U.S.A. Inc. in said proceeding; (3) On February 23, 1984, I served the foregoing paper upon Attorneys for Plaintiff and Defendant State of Oregon in said proceeding by mailing a copy thereof to the attorneys for said party at his/their last known address:

Attorneys for Plaintiff:

David R. Trachtenberg, Esq.
Kobin & Meyer
610 S.W. Alder St. - Suite 800
Portland, Oregon 97205

Attorney for Defendant State of Oregon, Acting By and Through Its Transportation Commission etc.:

Honorable David B. Frohnmayer
State Attorney General
Department of Justice
100 State Office Building
Salem, Oregon 97301

Mabelle F. Cour

SUBSCRIBED AND SWORN TO before me this 23d day of February, 1984.

Julie B Mandt
Notary Public for Oregon
My commission expires 10/26/84

Spears, Lubersky, Campbell,
Bledsoe, Anderson & Young
520 S. W. Yamhill Street, Suite 800
Portland, Oregon 97204 (503) 226-6151

AFFIDAVIT OF MAILING

9434

SUIT SUMMARY

CLAIM FILE # 734-980-L-8479

SUIT STYLED EUCON CORPORATION v. TRANSPORTATION COMM., et al

COURT Circuit 145 752 COUNTY Marion

CAUSE(S) OF ACTION: Declaratory Judgment

SUMMARY OF OCCURRENCE OR ACCIDENT: 4 Non-Strip Additive bids added to paving material making mix go beyond specification Limit

SUMMARY OF INJURY OR DAMAGE: $18,303.00 plus interest at 18% fees and costs

PRAYER: same as above

DEMAND $ _____ SETTLEMENT OFFERED: _____ PROPOSED $ _____

ANTICIPATED ADD'L LEGAL FEES & EXP RELATED TO STATE'S DEFENSE $ _____

ESTIMATED PROBABLE CHANCE OF WINNING _____%

PROBABLE JUDGMENT IF CASE LOST $ _____

SHOULD SETTLEMENT BE CONSIDERED FROM FACTS DEVELOPED TO DATE __YES __NO

REMARKS This case was past default date when assigned to the trial attorney — an excellent formula for loosing! but may already be defaulted due to your own negligence

ASSIGNED ATTORNEY C Loren DATE 2/22/94

JRMcC:ph
1.19.84

94134

nig cc: OSHD (Coulter)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO. RS-B564(3)

2. STATE PROJECT NO. See Below

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

2-2-84

4. PROGRAM NO.

5. ITEM NO. 10096

2A. COUNTY NAME Morrow

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1-31-84	Secondary B564	County Road

10. GENERAL LOCATION:

JUNIPER CANYON ROAD - LEXINGTON/ECHO HIGHWAY

11. GENERAL DESCRIPTION OF WORK

Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
- XX ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Keasey's February 1, 1984 letter, this will confirm the date of January 31, 1984 as date of Notice of Contractor's Claim and authorization to proceed with the necessary work in accordance with the Federal-aid Program Manual at a TEC of $3,500; Federal Funds $3,086.30. Reimbursement will be in accordance with the Federal-aid Program Manual. The above authorization is subject to the limitation of Federal Funds in amount of $355,000 for the total project. (SFO #2).

orig to 2/10

RECEIVED
STATE HWY ENGR
FEB 1[illegible] '84
REFER TO Potter
FOR
Info | Inves | R/D | D.R | Sign | Act | [illegible]

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2-3-84	G. K. Hoesen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9434

DEPARTMENT OF JUSTICE

Memorandum

TO: John R. McCulloch, Jr. DATE: January 31, 1984

FROM: Collier Miller

L-8479

SUBJECT: Attached Summons & Complaint

This morning, I received a telephone call from Keith Martin. He requested information about attached. I told him I had nothing on my docket. As you will note, Tim Wood accepted service on S&C on 12-22-83, and has apparently done some work on the case.

Keith Martin brought this copy over to me. Shouldn't this one have been accepted by us, logged in by us and then assigend to trial lawyer or someone you designated?

Please advise! 2/7/84 Set up File 734-980 L-8479

L. no. from Sharon

To discuss with Tim assign 00 Cloran — Will need this back Tuesday — LCS

9434

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

TELEPHONE 223-1107
AREA CODE 503

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROBERT S. BANKS, JR.

LEO LEVENSON
OF COUNSEL
(1903-1981)

January 3, 1984

Mr. Frank Spears
Attorney at Law
Spears, Lubersky, Campbell,
Bledsoe, Anderson & Young
520 SW Yamhill Street
Suite 800
Portland, Oregon 97204

Re: Eucon Corporation - Chevron USA, Inc. -
Oregon State Highway Department

Dear Frank:

As per our discussion of December 28, 1983, I enclose copy of the letter received from Tim Wood at the Department of Justice.

I would appreciate your promptest advice as to the position of Chevron as to whether or not this case can settle at this point.

As I also advised on the 28th, I want to keep any extension of time to the absolute minimum because it seems to me that unless this case is going to settle now, we may as well proceed with all due haste to reach a conclusion.

I will keep you advised.

Very truly yours,

KOBIN & MEYER, P.C.

David R. Trachtenberg

DRT/
enc.

1982 Juniper Canyon Rd. 9434
Lexington/Echo Hwy. Sec. of Bombing
Range Rd. (Grading and Paving) #1

CdA 7414 1/21/81, 6/30/81

Note! -
PE - Federal Funds (because 5 year limitation)
is $12,340 - 525-1971-297
Construction - Federal Funds (5 year limitation)
$355,000

Keith Martin
Claim of $18,303
Penalty against contractor
pavement deficiencies

↳ RS-B56 & (3)
Morrow Co. (Burns Reg. Rq)

3/6/84
per Dave Carter (FHWA)

9434

12-27-83

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EUCON CORPORATION, a corporation, Plaintiff, v. STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a municipal corporation, CHEVRON USA, INC., a corporation, Defendants.	No. 145 752 ACCEPTANCE OF SERVICE

STATE OF OREGON)
) ss
County of Marion)

I, Tim Wood, attorney for defendant State of Oregon, Acting by and through its Transportation Commission, Department of Transportation, Highway Division in the above matter, hereby accept service of the within summons and complaint on this 22 day of December, 1983, by receiving true and exact copies thereof, duly certified to as such by David R. Trachtenberg of the law firm of Kobin & Meyer, P.C., attorneys for plaintiff.

Tim Wood

SUBSCRIBED AND SWORN TO before me this 27th day of Dec, 1983.

Notary Public for Oregon
My Commission Expires 1-21-84

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800, 610 S W ALDER STREET
PORTLAND OREGON 97205
(503) 223-1107

In the Circuit Court of the State of Oregon

for the County of Marion

EUCON CORPORATION, a corporation,

Plaintiff

vs.

STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a municipal corporation, CHEVRON USA, INC., a corporation,

Defendant

No. 145 752

SUMMONS

To STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION

c/o David Frohnmayer
Attorney General
State Office Building
Salem, Oregon

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

SIGNATURE OF OREGON RESIDENT ATTORNEY

David R. Trachtenberg - 76360

TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of ..... } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

ATTORNEY(S) FOR PLAINTIFF(S)

David R. Trachtenberg

KOBIN & MEYER
ATTORNEYS FOR PLAINTIFF
Suite 800 - 610 S. W. Alder St.
Portland, Oregon 97205
Telephone 223-1107

FORM No. 198—CIRCUIT OR DISTRICT COURT SUMMONS

Certified a true and correct copy of the original.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

EUCON CORPORATION, a corporation, Plaintiff, v. STATE OF OREGON, ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, a municipal corporation, CHEVRON USA, INC., a corporation, Defendants.	No. 145 752 COMPLAINT (ACTION FOR DECLARATORY RELIEF)

For claim for relief, plaintiff alleges:

I

This is a proceeding for declaratory relief brought pursuant to ORS Chapter 28 for the purpose of determining a question in actual controversy between the parties hereto.

II

Plaintiff is a corporation organized and existing under the laws of the State of Idaho, which is authorized to transact business and perform contracts in the State of Oregon. Defendant, State of Oregon, is a municipal corporation, acting by and through its Oregon Transportation Commission, Highway Division (hereafter "OSHD"); defendant Chevron USA, Inc., is a California corporation, registered and authorized to transact business in the State of Oregon (hereafter "Chevron").

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800 610 S.W. ALDER STREET
PORTLAND, OREGON 97205

III

Plaintiff entered into a contract with OSHD for the construction, repair, replacement and maintenance of a section of highway known as the "Juniper Canyon Road - Lexington/Echo Highway" in Morrow County, Oregon, being OSHD Contract No. 9434 (hereafter "the Contract").

IV

As part of the work to be performed under the the Contract, plaintiff was required to supply and place asphaltic cement with an antistrip additive.

V

Plaintiff entered into agreements with Chevron to supply necessary materials, including the asphalt material, all as required in full accord with the Contract plans and specifications, which Chevron agreed to perform and supply in accordance with said requirements.

VI

Thereafter, and pursuant to the Contract, plaintiff performed all work required by the Contract in full complaince therewith and in a good and workmanlike manner.

VII

Thereafter, OSHD deducted from the final payment, which payment covered the period for work performance through June of 1982, the sum of $18,303.00 for non-specification asphaltic cement.

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800 610 S.W. ALDER STREET
PORTLAND, OREGON 97205
(503) 222-1107

VIII

Defendant OSHD contends that the deduction was as a result of asphaltic materials supplied by Chevron not being in accordance with the requirements of the plans and specifications of the Contract. Defendant Chevron contends that the basis for the non-specification material was that while its materials were in compliance with the plans and specifications that said materials did not meet the specifications after the addition of the anti-strip additive, which was directed to be added by OSHD.

IX

Plaintiff is uncertain which of the defendants is responsible for the asphaltic cement being out of specification or which of the contentions of the defendants, as above alleged, is correct and proper and, who is the responsible party to reimburse plaintiff for the deduction, the cause of the deficiency not being that of plaintiff.

X

Plaintiff is entitled to interest on the sum of $18,303.00, at the statutory rate of 18% per annum from June 18, 1982, the date said sum should have been paid to plaintiff in accordance with the fifth and final estimate, until paid. Plaintiff is also entitled to recover its reasonable attorneys fees.

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800 610 S.W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1187

WHEREFORE, Plaintiff prays:

1. That a declaratory judgment be rendered and entered declaring and adjudicating the respective rights and duties of which of the defendants is obligated to plaintiff as above alleged, and further declaring that plaintiff is entitled to be paid the aforesaid sum of $18,303.00, together with interest at the appropriate statutory rate and the date from which said interest should accrue;

2. For plaintiff's reasonable attorneys fees and costs and disbursements incurred herein;

3. For such other and further relief as to the court may seem proper.

KOBIN & MEYER, P.C.

By DAVID R. TRACHTENBERG
David R. Trachtenberg - 76360
Trial Attorney

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 600, 610 S. W. ALDER STREET
PORTLAND OREGON 97205
(503) 222-1107

9434

DAVE FROHNMAYER
ATTORNEY GENERAL

William F. Gary
~~STANTON EXDONC~~
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
BUSINESS/LABOR/CONSUMER AFFAIRS DIVISION
ANTITRUST SECTION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4732

December 22, 1983

DEC 23 1983

Dave Trachtenberg
Attorney at Law
800 Oregon National Building
610 S.W. Alder Street
Portland, OR 97205

Re: Eucon Corporation--Chevron U.S.A. Inc.

Dear Dave:

I have reviewed your proposal with the Department of Transportation. As I understand your proposal, Chevron U.S.A., Inc., is willing to contribute to the settlement the sum of $7,321.20, the state will contribute $7,321.20 and your client will contribute $3,650.60. The dollar amount recommended for settlement is acceptable. I would suggest that the mechanics of payment would be that the state make an adjustment to the final voucher and pay to your client the sum of $7,321.20, assuming no other adjustments to the final voucher, and that Chevron be responsible for paying to your client the sum of $7,321.20.

Another condition of the settlement was that the Department of Transportation sign the letter prepared by Chevron's counsel. The proposed language is unacceptable.

The Department of Transportation would agree to sign a letter which provides that under the specifications in effect for Contract 9434, the contractor is responsible for providing a refinery test report pursuant to the redbook and incorporated specifications. The refinery test report must be accompanied by a certificate stating that the materials tested are representative of the materials shipped prior to any additive addition and that test results are in fact actual test results obtained when tested in conformance with the applicable specifications. The statement must also include that those additives and only those additives indicated on the shipping notice are contained in the materials shipped. The certificate must be signed by an authorized representative of the refinery.

In addition, in the event that there are additives and add -mixtures to the mix, they must have no dilaterious effect on the bituminous material and must be completely miscible. See Standard Specification 702.03.

I am willing to discuss with you or representatives of Chevron future contracts.

Very truly yours,

Timothy Wood
Assistant Attorney General

am
cc: Brian Jackmond

9434

RECEIVED
DEC 6 1983
FINANCIAL FRAUD SALEM

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

TELEPHONE 223-1107
AREA CODE 503

NORMAN B. KOBIN
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JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROBERT S. BANKS, JR.

LEO LEVENSON
OF COUNSEL
(1903-1981)

December 5, 1983

Eucon

Mr. Tim Wood
Assistant Attorney General
Department of Justice
100 Justice Building
Salem, Oregon 97310

Re: Eucon Corporation - Chevron USA, Inc.

Dear Tim:

After our most recent settlement discussion, I again talked with Frank Spears, attorney for Chevron USA, Inc.

Chevron USA, Inc. is willing to contribute to the settlement the sum of $7,321.20, with our client observing 20% of the $18,303.00 and the Highway Division contributing an equal amount to Chevron, provided, that the enclosed draft of letter be sent to Chevron on OSHD letterhead.

Please give me your thoughts as soon as possible.

I have filed the lawsuit and you will be receiving, perhaps even before the time of this letter's arrival, the acceptance of service which you agreed to execute.

I would appreciate your promptest response.

Very truly yours,

KOBIN & MEYER, P.C.

David R. Trachtenberg

DRT/
enc.

[To be written on stationery of
State Highway Division,
Department of Transportation]

_____, 1983

Chevron U.S.A. Inc.
P. O. Box 220
Seattle, Washington 98111

Gentlemen:

As consideration for the payment by Chevron U.S.A. Inc. ("Chevron") to the State Highway Division, Department of Transportation, State of Oregon, of the sum of $7,321.20 to settle the dispute between the State and Eucon Corporation regarding the question of whether asphalt furnished by Chevron on Project No. 9434 met specifications, the State hereby agrees that in all cases where Chevron submits to the State a refinery test report accompanied by a certificate stating that the asphalt cements are representative of the asphalt cements shipped prior to any additive addition and test results are in fact actual test results obtained when tested in conformance with the specifications applicable to the asphalt cement shipped, and where the State then requires an additive to be added to the asphalt cement which causes the asphalt cement to fall outside the State's specifications, then Chevron and its customer shall be relieved of any liability to or claims from the State that the asphalt cement does not meet State specifications.

The foregoing is not intended to preclude claims by the State that the asphalt cement actually shipped by Chevron to a customer failed to meet State specifications prior to the addition of additives required to be added by the State.

Very truly yours,

STATE HIGHWAY DIVISION

By_____
Title:

9434

December 1, 1983 185-1

David R. Trachtenberg, Esq.
Kobin & Meyer, P. C.
800 Oregon National Building
610 S.W. Alder Street
Portland, Oregon 97205

Re: Chevron U.S.A. Inc.
Eucon Corporation
Asphalt Specifications

Dear Dave:

Enclosed herewith is the letter agreement which Chevron desires to obtain from the State Highway Division as a condition to its payment of $7,321.20 in settlement of the Eucon Corporation dispute.

I will await hearing from you.

With best wishes.

Sincerely,

/s/ Frank H. Spears

Enclosure
cc, w/enc., Robert C. Mussman, Esq.
cc, w/enc., D. Terrell Sherman, Esq.

[To be written on stationery of
State Highway Division,
Department of Transportation]

_____, 1983

Chevron U.S.A. Inc.
P. O. Box 220
Seattle, Washington 98111

Gentlemen:

As consideration for the payment by Chevron U.S.A. Inc. ("Chevron") to the State Highway Division, Department of Transportation, State of Oregon, of the sum of $7,321.20 to settle the dispute between the State and Eucon Corporation regarding the question of whether asphalt furnished by Chevron on Project No. 9434 met specifications, the State hereby agrees that in all cases where Chevron submits to the State a refinery test report accompanied by a certificate stating that the asphalt cements are representative of the asphalt cements shipped prior to any additive addition and test results are in fact actual test results obtained when tested in conformance with the specifications applicable to the asphalt cement shipped, and where the State then requires an additive to be added to the asphalt cement which causes the asphalt cement to fall outside the State's specifications, then Chevron and its customer shall be relieved of any liability to or claims from the State that the asphalt cement does not meet State specifications.

The foregoing is not intended to preclude claims by the State that the asphalt cement actually shipped by Chevron to a customer failed to meet State specifications prior to the addition of additives required to be added by the State.

Very truly yours,

STATE HIGHWAY DIVISION

By_____
Title:

9434

July 27, 1983

Jack Sollis, Esq.
General Counsel
State Highway Division
Department of Transportation
113 Transportation Building
Salem, Oregon 97310

Re: Chevron U.S.A., Inc.
Asphalt Specifications

Dear Mr. Sollis:

Recently you and I had a telephone conversation regarding the situation presently existing in Oregon with reference to the practices and procedures used by the Oregon Highway Division to determine whether asphalt meets specifications if additives are placed in the asphalt at the direction of the highway department. During the conversation we discussed the advisability of a meeting.

I would appreciate it very much if you would arrange a meeting to be attended by Mr. H. Scott Coulter, the State Highway Engineer, yourself and such other representatives of the department as Mr. Coulter and you determine advisable. Mr. Wallan, myself and one or two other representatives of Chevron U.S.A. will attend. We would appreciate an early meeting, however, the period commencing August 8th and ending August 19th would not be convenient.

Chevron believes that in determining whether asphalt meets the specifications of AR-4000W the asphalt should be tested before the additive is placed in the asphalt and not afterwards. I understand that this is the procedure generally followed and the procedure that is followed by the Federal Highway Administration. At the

155-1

meeting we would like to discuss the practices and procedures to be followed by the state in testing asphalt and specifically whether the state will adopt the federal practice of testing the asphalt prior to the inclusion of the additive.

You are aware of the dispute between the State of Oregon and our customer, Eucon Corporation, regarding the question of whether asphalt furnished by Chevron U.S.A., Inc. on project no. 9434 met specifications. At the meeting we would also like to discuss this matter.

Will you please advise me when the meeting ma be held. If you desire any further information also please let me know.

With best wishes.

Sincerely,

cc: Mr. B. B. Wallan

bc: Robert C. Mussman, Sr., Esq.

9434

CERTIFIED MAIL RETURN RECEIPT
and REGULAR MAIL

RECEIVED
MAY 27 1983
CHEVRON USA
LEGAL DEPARTMENT

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 223-1107
AREA CODE 503

NORMAN B. KOBIN
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RODNEY R. MILLS
ROBERT S. BANKS, JR.

LEO LEVENSON
OF COUNSEL
1903-1981

May 23, 1983

Mr. Robert Wallan
Chevron U.S.A., Inc.
Asphalt Division
P. O. Box 220
Seattle, Washington 98111

Re: Eucon Corporation dba L. W. Vail Division - OSHD
Project 9434

Gentlemen:

This office represents Eucon Corporation, who purchased asphaltic products from your company for the above captioned project.

As you have been advised by our client, the Oregon State Highway Division has withheld the sum of $18,303.00 from Eucon's contract earnings based upon non-specification materials supplied by your company.

Demand is hereby made upon you, within ten (10) days of your receipt of this letter, to pay to our company the aforesaid sum, which sum as you know, has been withheld since December 9, 1982.

If we have not received satisfactory response and payment from your company within the time frame set forth above, we will feel compelled to institute proceedings to rectify the problem. We trust this will not be necessary.

Very truly yours,

KOBIN & MEYER, P.C.

David R. Trachtenberg

cc: Mike Barham - Eucon

9434

Form 8-701-5000

OREGON STATE HIGHWAY DIVISION 05
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 83 4370
Data Sheet No. NONE
Prefix 5801-940
Laboratory charge 2160.00

Project Additive Study with Chevron Pave Bond Special
Lab study on effects of additive on Asphalt
Highway
Contractor No.
Submitted by
Source of Material Chevron, Inc.
Sampled or inspected at To be used
Sampled or inspected by Quantity represented

Date received 4-20-83
Date reported 5-5-83

The data listed below is part of an overall study to determine what effects Chevron's anti-strip agent, Pave Bond Special, has on the AR4000W grade asphalt. Laboratory report #83-4259 contains the results of physical tests run on the original asphalt, with and without PBS, and the corresponding residues obtained from the rolling thin-film test. The data below contains the results of tests performed on the original and residue asphalt mixes after being subjected to the Oregon modified Industrial Asphalt recovery procedure.

Recovered Asphalts

Without Pave Bond Special				With Pave Bond Special (0.3%)		
Original Asphalt:	#1	#2	#3	#1	#2	#3
Penetration	74	75	75	71	69	71
Absolute Viscosity	1553	1529	1544	1542	1591	1610
Kinematic Viscosity	285	287	287	286	293	287
Residue Asphalt from AASHTO T240:						
Penetration	42	40	39	39	38	39
Absolute Viscosity	4136	4218	4493	4488	4630	4707
Kinematic Viscosity	448	465	463	466	467	468

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- x ☐ Files
- x J. Wilson
- x G. Boyle
- x D. Eakin

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

J. P. Wilson

Form 8-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Witco H-86 Additive Study

Project EFFECT OF H-86 ON WITCO AR 2000 ASPHALT

Highway

Contractor No.

Submitted by

Source of Material WITCO

Sampled or inspected at

Sampled or inspected by

Laboratory No. 83 4371
Data Sheet No. NONE
Prefix 581-940
Laboratory charge 2160.00

Date received 4-20-83
Date reported 5-5-83

To be used

Quantity represented

THE DATA BELOW IS A CONTINUATION OF A STUDY TO DETERMINE WHAT EFFECTS WITCO'S ANTI-STRIP AGENT, H-86, HAS ON ITS AR 2000 GRADE ASPHALT. LABORATORY REPORT # 83-4260 CONTAINS THE RESULTS OF PHYSICAL TESTING OF THE ORIGINAL ASPHALT, WITH AND WITHOUT H-86, AND THE CORRESPONDING RESIDUES FROM THE ROLLING THIN-FILM OVEN TEST. THE FOLLOWING DATA IS THE RESULTS OF TESTS PERFORMED ON THE ORIGINAL AND RESIDUE MIXES AFTER BEING SUBJECTED TO THE OREGON MODIFIED INDUSTRIAL ASPHALT RECOVERY PROCEDURE. THE DATA SHOWS THERE TO BE NO DISCERNIBLE AFFECTS UPON ADDING 0.4% H-86.

RECOVERED ASPHALTS

	WITHOUT H-86			WITH H-86 (0.4%)		
ORIGINAL ASPHALT:	#1	#2	#3	#1	#2	#3
PENETRATION	76	75	76	78	80	79
ABSOLUTE VISCOSITY	1196	1202	1193	1172	1176	1180
KINEMATIC VISCOSITY	201	201	202	199	200	200
RESIDUE ASPHALT from AASHTO T240:						
PENETRATION	52	51	53	53	54	53
ABSOLUTE VISCOSITY	2103	2038	1994	1976	1997	2005
KINEMATIC VISCOSITY	252	253	254	250	250	248

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- x ☐ Files
- x J. Wilson
- x G. Boyle
- x D. Eakin

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Jack Sullivan

Form 35-734-2000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Pave Bond Special Additive Study

Project Effect of PBS on Chevron AR4000W Asphalt

Highway

Contractor No.

Submitted by

Source of Material Chevron, Inc.

Sampled or inspected at To be used

Sampled or inspected by Quantity represented

Laboratory No. 83 4259
Data Sheet No. None
Prefix 5801-940
Laboratory charge 900.00

Date received 4-20-83
Date reported 5-5-83

This study was initiated to determine what effects Chevron's anti-strip additive, Pave Bond Special, has on its AR4000W asphalt. Penetration and viscosities were run on both the original asphalt, with and without PBS, and the corresponding residues after subjecting the asphalt mixes to the rolling thin-film oven test. The data obtained indicates some hardening or stiffening occurs upon adding PBS to the original asphalt. For the residues no difference was observed in the penetration results while the viscosities still indicated some increased values. Subsequent tests will include putting the above asphalts through the Oregon modified Industrial Asphalt recovery procedure and again determining through physical testing what continuing effects the additive has.

Without Pave Bond Special				With Pave Bond Special (0.3%)		
Original Asphalt:	#1	#2	#3	#1	#2	#3
Penetration	83	83	83	79	79	79
Absolute Viscosity	1300	1315	1297	1406	1416	1430
Kinematic Viscosity	267	269	268	269	268	266
Residue Asphalt from AASHTO T 240:						
Penetration	41	40	42	42	41	42
Absolute Viscosity	3968	3690	3895	4129	4223	4173
Kinematic Viscosity	441	430	440	449	453	449

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- x ☐ Files
- x J. Wilson
- x G. Boyle
- x D. Eakin

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Jack Sullivan

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 83 4260
Data Sheet No. None
Prefix 5801-940
Laboratory charge 900.00

Witco H-86 Additive Study

Project Effect of H-86 on Witco AR 2000 Asphalt
Highway
Contractor No.
Submitted by
Source of Material Witco
Sampled or inspected at To be used
Sampled or inspected by Quantity represented

Date received 4-20-83
Date reported 5-5-83

This study was undertaken to determine what effects Witco's anti-strip additive, H-86, has on its AR 2000 grade asphalt. Physical tests were run on the original asphalt, with and without H-86, and the corresponding residues after subjecting the asphalt mixes to the Rolling Thin-Film Oven test. The data obtained indicates very little change takes place. There seems to be some slight softening both in the original and residue but it is almost negligible. Subsequent tests will include putting the above asphalts through the Oregon Modified Industrial Asphalt Recovery procedure and again determine what if any effects the additive has.

Without H-86				With H-86 (0.4%)		
Original Asphalt:	#1	#2	#3	#1	#2	#3
Penetration	78	78	77	78	79	79
Absolute Viscosity	1157	1172	1160	1117	1134	1118
Kinematic Viscosity	200	201	199	196	197	198
Residue Asphalt from AASHTO T 240:						
Penetration	53	53	54	54	54	54
Absolute Viscosity	1979	2000	1900	1859	1894	1944
Kinematic Viscosity	250	251	247	247	250	248

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- x ☐ Files
- x J. Wilson
- x G. Boyle
- x D. Eakin

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

Jack Sullivan

LABORATORY RECORD
HIGHWAY DIVISION — MATERIALS SECTION

Laboratory No. 817737
Data Sheet No. None
Prefix 5801-940
Laboratory charge 1316 00

Project Pave Bond Special Additive Study — Lab Investigation
Highway
Contractor — No.
Submitted by Chevron Inc.
Source of Material Chevron Inc.
Sampled or inspected at — To be used A/C Mix
Sampled or inspected by — Quantity represented

Date received
Date reported Nov. 14, 1983

THE FOLLOWING STUDY WAS INITIATED TO DETERMINE WHAT EFFECT THE ANTI-STRIP ADDITIVE, PAVE BOND SPECIAL, HAD ON CHEVRON'S AR 4000W GRADE ASPHALT. THE LEVEL OF ADDITIVE USED IN THIS STUDY WAS 0.5 % BY WEIGHT.

ORIGINAL ASPHALT		PEN	ABS VIS	KIN VIS
WITHOUT PBS:	1)	74	1349	250
	2)	72	1349	250
	3)	72	1361	250
	Ave.	72.7	1353	250
WITH PBS:	1)	68	1505	245
	2)	68	1471	245
	3)	69	1491	246
	Ave	68.3	1488	245

RESIDUE ASPHALT				
WITHOUT PBS:	1)	41	3228	373
	2)	40	3240	376
	3)	40	3235	376
	Ave.	40.3	3234	375
WITH PBS:	1)	40	3401	376
	2)	40	3379	383
	3)	40	3393	379
	Ave.	40	3391	379

AS CAN BE DEDUCED FROM THE ABOVE DATA THE ASPHALT INCREASED BOTH IN HARDNESS AND VISCOSITY IMMEDIATELY UPON ADDITION OF THE ADDITIVE. THIS INCREASE IN VISCOSITY APPEARS TO CONTINUE IN APPROXIMATELY THE SAME DEGREE IN THE ABSOLUTE VISCOSITY EVEN AFTER AGING IN THE ROLLING THIN-FILM OVEN. THE PENETRATION DOESN'T APPEAR TO BE AFFECTED AS MUCH IN THE RESIDUE ASPHALT IN THIS STUDY. OTHER STUDIES POINTED TO A ONE PEN DECREASE IN THE AGED RESIDUE WITH THE ADDITION OF THE PAVE BOND SPECIAL.

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X ☐ Region Engineer — G. Wimer
- X ☐ Project Manager — H. N. VanCleave
- ☐ Dist. Maintenance Supervisor
- ☐ Materials, Portland
- ☐ Materials, Eugene
- 2X ☐ Files
- X Dave Glenn
- X Glenn Boyle

Based on the above test results and the relationship between absolute viscosity and penetration values, the effect of the addition of 0.5% Pave Bond Special anti-stripping additive to Chevron AR4000W asphalt is a lowering of 2 penetration units for the asphalt residue after AASHTO T240 RTFC aging.

Jack Sullivan

LABORATORY RECORD
HIGHWAY DIVISION — MATERIALS SECTION

Laboratory No. 8318342
Data Sheet No. None
Prefix 5801-940
Laboratory charge 2000 00
Date received
Date reported 11-21-83

Anti-strip Additive Study

Project Lab Investigation
Highway Juniper Canyon Rd - Lexington / Echo Hwy
Contractor No. 9434
Submitted by
Source of Material Chevron Inc.
Sampled or inspected at To be used
Sampled or inspected by Quantity represented

Below are listed the results of a six month study on the effects of a 0.3% level of Pave Bond Special, an anti-strip agent, on Chevron's AR 4000W grade asphalt. Penetration and viscosities were measured on both the original and aged residue of asphalt with and without the anti-strip agent.

		ORIGINAL			RESIDUE		
		KINEMATIC VISCOSITY	ABSOLUTE VISCOSITY	PENETRATION	KINEMATIC VISCOSITY	ABSOLUTE VISCOSITY	PENETRATION
0 week	C4W w/0	242	1305	81	374	3467	39
	C4W w/.3%	244	1397	76	378	3658	39
1 week		238	1303	82	373	3481	42
		242	1397	77	378	3671	42
2 week		243	1289	82	389	3739	37
		252	1440	75	393	4089	35
4 week		241	1317	80	378	3489	40
		241	1372	77	393	3966	39
8 week		245	1350	81	392	3751	39
		246	1448	75	399	3826	39

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Project Manager
- ☐ Dist. Maintenance Supervisor
- ☐ Materials, Portland
- ☐ Materials, Eugene
- x ☒ Files
- x G. Boyle
- x D. Eakin
- x J. Wilson

Based on the above test results and the relationship between absolute viscosity and penetration values, the effect of the addition of 0.3% Pave Bond Special anti-stripping additive to Chevron AR4000W asphalt is a lowering of 1 penetration unit for the asphalt residue after AASHTO T240 RTFC aging.

Jack Sullivan

LABORATORY RECORD
HIGHWAY DIVISION — MATERIALS SECTION

Laboratory No. 8318342
Data Sheet No. None
Prefix 5801-940

Anti-strip Additive Study

Project Lab Investigation — Laboratory charge
Highway
Contractor — No. — Date received
Submitted by — Date reported
Source of Material Chevron Inc.
Sampled or inspected at — To be used
Sampled or inspected by — Quantity represented

16 week	247	1368	76	384	3624	38
	246	1435	72	389	3879	38
24 week	245	1341	78	390	3848	38
	245	1404	74	390	3833	38

As can be determined from the data the asphalt experiences a definite and immediate change upon the addition of the Pave Bond. While the Kinematic viscosity is relatively unchanged the penetration decreases approximately 5 units and the absolute viscosity increases about 100 P. By a means as yet unidentified the asphalt looks to be hardened. A chemical analysis may give some insight as to what is taking place.

After aging in the Rolling thin-film oven for 85 minutes at 163°C the kinematic viscosities remain the same. The absolute viscosities increase to about a 200 poise difference. The penetration values seem to come back in line with another with only a one pen unit difference observed, with the asphalt containing the additive being lower. In most cases the aged residue penetrations were the same with or without the anti-strip agent.

Over the six month study there was little change in either the asphalt with or without the additive. Probably a longer study is needed to fully evaluate any long term effects.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Project Manager
- ☐ Dist. Maintenance Supervisor
- ☐ Materials, Portland
- ☐ Materials, Eugene
- ☐ Files

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

734-3089 (11-82)

Form 8-734-5000

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

CHEVRON AR 4000W WITH PAVE BOND SPECIAL

Laboratory No. 816297

Data Sheet No. NONE

Prefix 5801-940

Laboratory charge 484

Project ASPHALT Additive Study

Highway Evaluation of Effect of Additive Addition on Chevron AR4000W for Juniper Canyon RS-

Contractor Mixing Plant/Echo Hwy Project Paving **No.** 9434

Date received 11-24-82

Submitted by CHEVRON OIL

Date reported 12/03/82

Source of Material CHEVRON, USA INC.

Sampled or inspected at PLANT **To be used**

Sampled or inspected by **Quantity represented**

THIS STUDY WAS UNDERTAKEN TO DETERMINE WHAT IF ANY EFFECT AN ANTI-STRIP ADDITIVE HAS ON THE PENETRATION CHARACTERISTICS OF AN ASPHALT. IN THIS PARTICULAR CASE PAVE BOND SPECIAL WAS ADDED TO A CHEVRON AR4000W GRADE ASPHALT IN TWO CONCENTRATIONS. PENETRATIONS WERE TAKEN ON THE ORIGINAL ASPHALT AND MIXES BOTH BEFORE AND AFTER AGING IN A RTFC OVEN BELOW ARE LISTED THE RESULTS OF THE TESTS.

1ST TRIAL - CHEVRON AR 4000W LAB # 82-15276

% PBS	ORIGINAL PENETRATION	Residue PENETRATION (3 SAMPLES)		
0	77	39	39	39
0.2	75	39	39	39
0.4	73	38	38	37

2ND TRIAL - CHEVRON AR 4000W LAB # 82-15276

0	80	39	39	39
0.2	76	39	39	39
0.4	74	38	40	38

Although the addition of Pave Bond Special Additive to Chevron AR4000W asphalt shows a lowering of penetration of the original or "as delivered" asphalt, the penetration of the RTFO aged asphalt residue is not changed at the 0.2% treatment level and shows a slight lowering at 0.4% treatment level.

REPORT TO:

- x ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ ☐ Maintenance Engineer
- ☐ ☐ Bridge Engineer
- x ☐ Region Engineer R. D. Hector
- x ☐ Resident Engineer B. D. Johnson
- ☐ ☐ District Engineer
- x ☐ Files

Engineer-in-Charge

x J. Wilson
x D. Eakin
x G. Boyle

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

9434

EUCON CORPORATION
P. O. Box 2327 • Tri-Cities, WA 99302 • 509-547-0751
Offices at 1512 E. Columbia EU-CO-NC *217B6

RECEIVED
STATE HWY ENGR
MAY 2 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
✓

April 29, 1983

NOTED
W. E. SCHWARTZ

Chevron, USA
Asphalt Division
P. O. Box 220
Seattle, Washington

Attention: Bob Wallan

RE: OSHD Project 9434

As you are aware, the Oregon State Department of Transportation has deducted $18,303 from the final estimate due our L. W. Vail Company Division for "off specification" of the asphalt materials supplied by Chevron on the above referenced project.

In our letter of March 25, 1983 to you, we requested Chevron reimburse Eucon Corporation for this deduction.

We feel this is a justifiable request in light of the over $108,900.00 paid to Chevron by Eucon on this project alone.

In telephone conversations with the Oregon State Highway Department, we were told that Chevron was in error and the asphalt cement was close to out of specification even before the additive.

We have made the request for reimbursement in the hope of getting this resolved without further litigation, however, we now must proceed with legal recourse if this is not paid within 10 days.

Sincerely,

EUCON CORPORATION

Mike Barham
Credit Manager

cc: David Trachtenberg
Attorney at Law

H. Scott Coulter
OR State Dept. of Trans. ✓

Schwartz

EGH

Cy - Kenney
Sullivan
Hector
5/4/83

9434

February 16, 1983

U. S. Fidelity & Guaranty Co.
P. O. Box 1701
Portland, OR 97207

CON 5
#9434

Gentlemen or Ladies:

On December 13, 1982, we wrote to you concerning release of final payment on Contract No. 9434 awarded to Eucon Corporation of Idaho for work on the Juniper Canyon Road-Lexington/Echo Highway Section of FAS B564 in Morrow County.

The total contract amount is $374,558.02. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Eucon Corporation of Idaho
P. O. Box 2327
Pasco, WA 99302

bc: C. T. Keasey
Walt Hart
Robert Hector

9434

Chevron U.S.A. Inc.
5501 N.W. Front Avenue, Portland, OR 97210 • Phone (503) 221-7811

Asphalt Division

February 14, 1983

Mr. H. Scott Coulter
State Highway Engineer
Oregon State Dept. of Transportation
140 Transportation Building
Salem OR 97310

SUBJECT: O.S.H.D. Project #9434, L.W. Vail Co., Inc.

Dear Mr. Coulter:

The following data is on shipments of AR-4000W to other contractors on the same dates as shipments to the subject company.

Sample Date	Tons	Test Results (Pen of Res)	Other Contractors	Tons	O.S.H.D. Project #
6-7-82	58.36 T	39	Angell Asph. & Agg. Inc.	26.92 T	9370
			Baker Redi Mix Inc.	35.50 T	9359
			J.C. Compton Co.	144.44 T	9420
			Fabricators Inc.	110.87 T	9381
			Riverbend S & G Co.	26.04 T	9379
6-8-82	87.16 T	-	Baker Redi Mix Inc.	35.54 T	9359
			J.C. Compton Co.	86.14 T	9420
			Fabricators Inc.	191.02 T	9381
			Morse Bros.	111.87 T	-
			Roseburg Paving Inc.	85.17 T	9363
6-9-82	87.75 T	33,38,39	Baker Redi Mix Inc.	35.61 T	9359
			J.C. Compton Co.	28.59 T	9420
			Fabricators Inc.	55.00 T	9381
			Morse Bros.	140.04 T	-
			Riverbend S & G Co.	80.29 T	9379
			Roseburg Paving Inc.	85.93 T	9363

	Tons	Test Results (Pen of Res)	Other Contractors	Tons	O.S.H.D. Project #
6-10-82	116.48 T	36,37,39,39	Lakeside DBA B&K Paving	16.12 T	WDOT #1954
			Fabricators Inc.	135.72 T	9381
			Morse Bros.	84.23 T	-
			Riverbend S&G Co.	80.89 T	9379
			Roseburg Paving Inc.	114.39 T	9363
6-11-82	146.36 T	39	Lakeside DBA B&K Paving	39.10 T	WDOT #1954
			Baker Redi Mix Inc.	28.56 T	9359
			Columbia West Cons. Co.	60.38 T	WDOT #2156
			Fabricators Inc.	36.60 T	9381
			Peter Kiewit Sons Co.	28.00 T	WDOT #2239
			Morse Bros. Inc.	111.24 T	-
			Riverbend S & G	53.22 T	9379
			R.A. Hatch Co. Inc.	29.22 T	9363
6-13-82	29.18 T	-			
6-14-82	116.03 T	-			
6-15-82	28.86 T	-			

Invoices supporting the above information are available if needed.

The significance of the above compilation is clear -- we were shipping to other Oregon State Highway projects at the same time and no off specification products have been reported on these other projects.

Research has repeatedly shown that the addition of foreign material to asphalt (in this case anti-stripping additive) will result in inconsistent tests; sometimes the physical properties of the asphalt will go up, down, or remain unchanged. The results will vary depending on the concentration of the foreign material and the properties of the asphalt.

In our view it is unfair to required the addition of anti-strip and then find the asphalt "off specification" because your instructions were followed.

Federal agencies have adopted a procedure when additive is specified, requiring asphalt samples to be taken and submitted for test prior to the addition of the anti-strip. The Federal Highway Administration is one of these.

As an asphalt supplier we find ourselves in the middle of a controversy between the contractor and the State. We are following the contractor's order to include additive; the contractor in turn is following your specification. The additive used is pre-tested and approved by the State.

9434

CONTRACT PAYMENT VOUCHER - COVER SHEET

OREGON STATE HIGHWAY DIVISION

PAYEE	VOUCHER DATE	TOTAL AMOUNT
EUCON CORP OF IDAHO PO BOX 2327 PASCO WA 99302	12-10-82	$ <5,365.65>

CONTRACT NO.	ESTIMATE NO.	APPROVED:
9434	5 F	
PERIOD COVERED TO 6-15-82		Designated Authority

FINAL OR POST FINAL VOUCHERS ONLY

CONTRACTORS CERTIFICATE

I, _____ (Name) CERTIFY THAT I AM _____ (Capacity)

FOR _____ (Firm or Corp.) THAT I HAVE KNOWLEDGE OF THE WITHIN DESCRIBED AND ATTACHED CLAIM; THAT THE FOREGOING ACCOUNT IS CORRECT AND JUST; THAT THE WORK WAS ACTUALLY PERFORMED AND MATERIAL FURNISHED AS THEREIN CHARGED; AND THAT THERE IS DUE ME FROM THE STATE OF OREGON THE AMOUNT INDICATED HEREON; FURTHER, THAT WHERE FORCE ACCOUNT WORK IS CHARGED, ANY CONTRIBUTIONS TO THE EMPLOYE'S BENEFIT FUNDS REQUIRED BY AGREEMENTS BETWEEN THE EMPLOYER'S ASSOCIATIONS AND THE EMPLOYE'S UNIONS HAVE BEEN PAID; FURTHER THAT NO PORTION OF THIS BILL HAS BEEN PREVIOUSLY PAID.

_____
Contractor's Signature

Executing the final voucher does not waive your right to submit additional claim(s) as defined in Sec.109.15, Standard Specifications for Highway Construction.

If the Contractor has elected to have retainage deposited in an interest-bearing account, per ORS279.420, accumulated interest will be paid in conjunction with the final warrant when issued Administrative costs will also be deducted at this time for retainage deposits, or securities deposited in lieu of retainage.

Payment of accounts incurred by the State Highway Division authorized by ORS 366.435.

Form 734-1020X (Rev. 8-81)

CONTRACT # 9434 EST 005

525 1073	201(41)	1	P		15,365.65-
	GROUP TOTAL CONTRACT ITEMS		P		15,365.65-
	GRAND TOTAL CONTRACT ITEMS				15,365.65-
525 1073	204(41)				

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY: MORROW

CONTRACT NO.: 9434 | ESTIMATE NO.: 5

HIGHWAY: FAS 8564 (BOMBING RANGE RD)

FEDERAL AID PROJECT NO.: RS-B0564003

SECTION: JUNIPER CANYON RD-LEXINGTON/ECHO HWY

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	1P MOBILIZATION		LUMP SUM	14450.0000	100.000	14450.00	14450.00
002	1P TEMPORARY PROTECTION AND DIR OF TRAFFIC		LUMP SUM	2920.0000	100.000	2920.00	2920.00
003	1P TEMPORARY SIGNS		SQ FT	13.5000	185.300	2501.55	2501.55
004	1P TEMPORARY BARRICADES		EACH	50.0000	2.000	100.00	100.00
006	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS		LUMP SUM	5000.0000	100.000	5000.00	5000.00
007	1P GENERAL EXCAVATION		CU YD	1.5500	49,393.100	76559.31	76558.07
008	1P TRENCH EXCAVATION		CU YD	8.3000	252.050	2092.02	2099.49
00°	1P FINISHING ROADBED AND	SLOPES	LUMP SUM	4150.0000	100.000	4150.00	4150.00
010	1P WATERING		M-GAL	10.0000	1,096.000	10960.00	10960.00
012	1P 3/4"-0 AGGREGATE BASE		TON	5.7500	7,388.030	42481.17	42516.65
013	1P CLASS B ASPHALT CONCRETE MIXTURE		TON	12.3500	6,912.500	85369.38	85369.38
014	1P ASPHALT CEMENT IN MIXTURE		TON	193.0000	454.590	87735.87	87697.99
015	1P ASPHALT IN TACK COAT		TON	250.0000	3.980	995.00	995.00
016	1P 12-INCH CULVERT PIPE		LIN FT	9.8000	140.000	1372.00	1372.00
017	1P 18-INCH CULVERT PIPE		LIN FT	11.5000	200.000	2300.00	2300.00
019	1P 48-INCH CULVERT PIPE	PA 1	LIN FT	35.0000	82.000	2870.00	2870.00
020	1P 72-INCH CULVERT PIPE	PA 1	LIN FT	49.5000	30.000	1485.00	1485.00
021	1P 24-INCH ARCH TYPE PIPE		LIN FT	15.4000	54.000	831.60	831.60
022	1P EXTRA FOR ASPHALT	APPROACHES	EACH	265.0000	5.000	1325.00	1325.00
023	1P DELINEATORS TYPE 2		EACH	24.0000	65.000	1560.00	1560.00
024	1P ROADSIDE SEEDING AND	MULCHING	ACRE	1000.0000	6.500	6500.00	6500.00
	PRICE AGREEMENT ITEMS						
30101	1P AGGREGATE SUBBASE		CU YD	2.2500	14,763.110	33217.00	30062.50
30 2	1P 60-INCH CULVERT PIPE		LIN FT	45.0000	90.000	4050.00	4050.00
30201	1P EXTRA FOR ASPH W/ANTI-	STRIP ADDITIVE	TON	4.5000	452.470	2036.12	2049.44
	ADJUSTMENT ITEMS						
6001A	1P PRICE RED NON SPEC	ASPH CEMENT	LUMP SUM	18303.0000-	100.000	18303.00-	

DATE: 12 09 82 PG. 01 9434

PREVIOUS VOUCHER NO.

CHECKED BY:

ENGINEER OR AUDITOR

TOTAL CONTRACT ITEMS	
% RETAINED ON CONTRACT ITEMS	
FORCE ACCOUNT	
TOTAL PAYMENTS	

UCHER

VISION

COUNTY: MORROW

CONTRACT NO: 9434

ESTIMATE NO: 5

HIGHWAY: FAS 8564 (BOMBING RANGE RD)

FEDERAL AID PROJECT NO.: RS-B0564003

SECTION: JUNIPER CANYON RD-LEXINGTON/ECHO HWY

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
		LUMP SUM	14450.0000	100.000	14450.00	14450.00	
ECTION AND DIR OF TRAFFIC		LUMP SUM	2920.0000	100.000	2920.00	2920.00	
S		SQ FT	13.5000	185.300	2501.55	2501.55	
ICADES		EACH	50.0000	2.000	100.00	100.00	
UCTURES ANDOBSTRUCTIONS		LUMP SUM	5000.0000	100.000	5000.00	5000.00	
ION		CU YD	1.5500	49,393.100	76559.31	76558.07	1.24
ION		CU YD	8.3000	252.050	2092.02	2099.49	7.47-
BED AND	SLOPES	LUMP SUM	4150.0000	100.000	4150.00	4150.00	
		M-GAL	10.0000	1,096.000	10960.00	10960.00	
TE BASE		TON	5.7500	7,388.030	42481.17	42516.65	35.48-
T CONCRETE MIXTURE		TON	12.3500	6,912.500	85369.38	85369.38	
IN MIXTURE		TON	193.0000	454.590	87735.87	87897.99	162.12-
K COAT		TON	250.0000	3.980	995.00	995.00	
T PIPE		LIN FT	9.8000	140.000	1372.00	1372.00	
T PIPE		LIN FT	11.5000	200.000	2300.00	2300.00	
T PIPE	PA 1	LIN FT	35.0000	82.000	2870.00	2870.00	
T PIPE	PA 1	LIN FT	49.5000	30.000	1485.00	1485.00	
YPE PIPE		LIN FT	15.4000	54.000	831.60	831.60	
ALT	APPROACHES	EACH	265.0000	5.000	1325.00	1325.00	
PE 2		EACH	24.0000	65.000	1560.00	1560.00	
NG AND	MULCHING	ACRE	1000.0000	6.500	6500.00	6500.00	
ENT ITEMS							
ASE		CU YD	2.2500	14,763.110	33217.00	30062.50	3154.50
T PIPE		LIN FT	45.0000	90.000	4050.00	4050.00	
W/ANTI-	STRIP ADDITIVE	TON	4.5000	452.470	2036.12	2049.44	13.32-
TEMS							
SPEC	ASPH CEMENT	LUMP SUM	18303.0000-	100.000	18303.00-		18303.00-

01 9434	TOTAL CONTRACT ITEMS			
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT			
	TOTAL PAYMENTS			

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY

CONTRACT NO. 9434

ESTIMATE NO. 5

PROJECT NO.

HIGHWAY

FEDERAL AID PROJECT NO.

SECTION

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT

	GROSS RETAINAGE		
	TREASURER DEPOSIT		
	* NET RETAINAGE		
	TOTAL CONTRACT ITEMS	374558.02	389923.67
	% RETAINED ON CONTRACT ITEMS	—0—	10,000.00
	FORCE ACCOUNT		
	TOTAL PAYMENTS	374,558.02	389,923.67

DATE 12 09 82 PG. 02 9434

PREVIOUS VOUCHER NO. 05230

CHECKED BY: PG:SC

ENGINEER OR AUDITOR S JOHNSON

UCHER

VISION

COUNTY	CONTRACT NO. 9434	ESTIMATE NO. 5	PREVIOUS VOUCHER
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT

9434

FORM 31-726-0804

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq. Asphalt Chev. AR4000W

Project Juniper Canyon Rd.-Lexington/Echo Hwy.

Highway FAS B564 (Bombing Range Rd.)

Contractor Bacon Corp. of Idaho No. 9434

Submitted by B.D. Johnson

Source of material Chevron Oil Co.

Sampled or inspected at Job Site To be used Class "B" A/C

Sampled or inspected by R.W. Alexander Date sampled 6-9-82 Quantity represented

Progress Record

Laboratory No. M-6440

Data Sheet No. 26131

Prefix 525-1073

Laboratory charge 168.00

Date received 6-16-82

Date reported 6/23/82

FA Proj. RS-B564(3)

Sample No. 1 Complete Test

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . . . . °F.

T 44 Solubility in CHCl: CCl₄ . . 99.89 %

T 49 Penetration at 77° F/39.2° F. 70/20 cm/100

Penetration ratio 39.2% F/77° F. 29

T240 Paving Asphalt RTF (c) Residue 1.31% Loss

T201 Viscosity, Kinem. at 275°F. . 500 C.s.

T202 Viscosity, Abs. @ 140°, 30 Cm Hg., Vac. . . . . 5367 p.

T 49 Penetration at 77° F. . . . 33 cm/100

% of orig. Penetration . . . 47

T 51 Ductility at 77° F. . . . . 100+ cm.
45° F 13

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . . . . sec.

T 59 Sieve test . . . . . %

T 59 Residue by distillation to 500° F. . . . . %

T 59 Oil distillate in . . . . . %

T 49 Penetration of Res. at 77° F. cm/100

T 44 Solubility in CHCl: CCl₄ . . . . %

T 51 Ductility at 77° F. . . . . cm.

T170 ORIGINAL ~~Abson Recovery of~~ Asphalt

T201 Viscosity, Kinem. at 275°F. . 267 C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . . 1448 p.

T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . 530 °F. C

T201 Viscosity, Kinem. at 140°F. . . . . C.s.

T 78 Distillation (% of total distillate to 680° F.):

To 374° F. . . . . %

To 437° F. . . . . %

To 500° F. . . . . %

To 600° F. . . . . %

Residue from distillation to 680° F.

Volume, % by difference . . . . %

Water . . . . . %

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100

T 44 Solubility in CHCl: CCl₄ . . . . %

T 51 Ductility at 77° F. . . . . cm.

M190 Pipe Coating (Bituminous)

T 44 Solubility in CHCl: CCl₄ . . . . %

T 49 Penetration at 77° F. . . . cm/100

T 47 Loss on heating at 325° F. . . . %

T 49 Penetration of Res. at 77° F. . . . % of orig.

REPORT TO:

- [x] F.H.W.A.
- [x] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [ ] Region Engineer
- [x] Resident Engineer B. D. Johnson
- [ ] District Engineer
- [ ] Foreman
- [x] Files
- x Chevron
- x V. Moore

RECOMMENDATION: Fails Residue PEN and Ratio Absolute Viscosity

Material as represented by this sample [~~does~~] [does not] comply with specifications.

Engineer of Materials

Form 31-124-8004

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 82 7743

Chev. AR4000W / .3% Pave Bond Spc.

Data Sheet No. 26133-A

Project Juniper Canyon Rd. - Lexington/Echo Hwy. Prefix 525-1073

Highway FAS B564 (Bombing Range Rd.) Laboratory charge 71.00

Contractor Eucon Corp. of Idaho No. 943 Date received 7-8-82

Submitted by B.D. Johnson Date reported 7/14/82

Source of material Chevron FA Proj. RS-B564(3)

Sampled or inspected at Job Site To be used Pavement Base & Top

Sampled or inspected by R. Alexander Date sampled 6-7-82 Quantity represented ALL

Sample No. 1

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.

T 44 Solubility in CHCl: CCl. . . ..%

T 49 Penetration at 77° F. . . . 76 cm/100

Penetration ratio 39.2% F/77° F. .....

T240 Paving Asphalt RTF (c) Residue

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . 4339 p.

T 49 Penetration at 77° F. cm/100

% of orig. Penetration . . . .

T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.

T 59 Sieve test . . . .%

T 59 Residue by distillation to 500° F. .....%

T 59 Oil distillate in . . . .%

T 49 Penetration of Res. at 77° F. cm/100

T 44 Solubility in CHCl: CCl. . . ..%

T 51 Ductility at 77° F. . . . .cm.

T170 **Abson Recovery of Asphalt**

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.

T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . 450+ °F

T201 Viscosity, Kinem. at 140°F. . .....C.s.

T 78 Distillation (%of total distillate to 680° F.):

To 374° F. . . . .%

To 437° F. . . . .%

To 500° F. . . . .%

To 600° F. . . . .%

Residue from distillation to 680° F.

Volume, % by difference .....%

Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100

T 44 Solubility in CHCl: CCl. . . ..%

T 51 Ductility at 77° F. . . . .cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in CHCl: CCl. . . ..%

T 49 Penetration at 77° F. cm/100

T 47 Loss on heating at 325° F. . . ..%

T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:

- ☐ F.H.W.A.
- X ☑ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☑ Resident Engineer
- ☐ District Engineer
- ☐ Foreman
- X ☑ Files
- x V. Moore
- x Eucon Corp. of ID

RECOMMENDATION:

Material as represented by this sample [does] [does not] comply with specifications.

Engineer of Materials

Form 81-726-3864

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 82 7744

Chev. AR4000W / .3% Pave Bond Spc.

Data Sheet No. 26133-B

Project Juniper Canyon Rd. - Lexington/Echo Hwy.

Prefix 525-1073

Highway FAS B564 (Bombing Range Rd.)

Laboratory charge 71.00

Contractor Bacon Corp. of Idaho No. 9434

Date received 7-8-82

Submitted by B.D. Johnson

Date reported 7/14/82

Source of material Chevron

FA Proj. RS-B564(3)

Sampled or inspected at Job Site To be used Pavement Base & Top

Sampled or inspected by R. Alexander Date sampled 6-8-82 Quantity represented

Sample No. 5

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.

T 44 Solubility in CHCl: CCl. . . ..%

T 49 Penetration at 77° F. . . . 77 cm/100

Penetration ratio 39.2% F/77° F. .....

T240 **Paving Asphalt RTF (c) Residue**

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . 4272 p.

T 49 Penetration at 77° F. cm/100

% of orig. Penetration . . . .

T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.

T 59 Sieve test . . . .%

T 59 Residue by distillation to 500° F. .....%

T 59 Oil distillate in . . . .%

T 49 Penetration of Res. at 77° F. cm/100

T 44 Solubility in CHCl: CCl. . . ..%

T 51 Ductility at 77° F. . . . .cm.

T170 **Abson Recovery of Asphalt**

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.

T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . 450+ °F

T201 Viscosity, Kinem. at 140°F. . .....C.s.

T 78 Distillation (%of total distillate to 680° F.):

To 374° F. . . . .%

To 437° F. . . . .%

To 500° F. . . . .%

To 600° F. . . . .%

Residue from distillation to 680° F.

Volume, % by difference .....%

Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100

T 44 Solubility in CHCl: CCl. . . ..%

T 51 Ductility at 77° F. . . . .cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in CHCl: CCl. . . ..%

T 49 Penetration at 77° F. cm/100

T 47 Loss on heating at 325° F. . . ..%

T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer

B. D. Johnson

- ☐ District Engineer
- ☐ Foreman
- X ☐ Files

x V. Moore

x Eucon Corp. of ID

RECOMMENDATION:

Material as represented by this sample [does] [does not] comply with specifications.

Engineer of Materials

Form 31-736-2004

Progress Record

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Chev. AR4000W / .3% Pave Bond Spc.

Laboratory No. 82 7745
Data Sheet No. 26133-C
Project Juniper Canyon Rd. - Lexington/Echo Hwy.
Prefix 525-1073
Highway FAS B564 (Bombing Range Rd.)
Laboratory charge 168.00
Contractor Eucon Corp. of Idaho No. 9434
Date received 7-8-82
Submitted by B.D. Johnson
Date reported 7/21/82
Source of material Chevron
FA Proj. RS-B564(3)
Sampled or inspected at Job Site To be used Pavement Base & Top
Sampled or inspected by R. Alexander Date sampled 6-9-82 Quantity represented

Sample No. 6A Complete Test Backup

TEST RESULTS

Paving Asphalt

T 73	Flash point, closed cup	°F.
T 44	Solubility in CHCl: CCl₄	99.89 %
T 49	Penetration at 77° F./39.2° F.	71/24 cm/100
	Penetration ratio 39.2% F/77° F.	32
T240	Paving Asphalt RTF (c) Residue	1.14 % Loss
T201	Viscosity, Kinem. at 275°F.	451 C.s.
T202	Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac.	4323 p.
T 49	Penetration at 77° F.	39 cm/100
	% of orig. Penetration	53
T 51	Ductility at 77° F. / 45° F	100+ cm. / 11

Emulsified Asphalt

T 59	Viscosity, S. F. at ..... °F.	sec.
T 59	Sieve test	%
T 59	Residue by distillation to 500° F.	%
T 59	Oil distillate in	%
T 49	Penetration of Res. at 77° F.	cm/100
T 44	Solubility in CHCl: CCl₄	%
T 51	Ductility at 77° F.	cm.

T170 ~~Abson Recovery of~~ ORIGINAL Asphalt

T201	Viscosity, Kinem. at 275°F.	283 C.s.
T202	Viscosity @ 140°F., 30 Cm Hg., Vac.	1454 p.
T 49	Penetration of Res. at 77° F.	cm/100

Liquid Asphalt

T 48	Flash point, open cup	545 °F
T201	Viscosity, Kinem. at 140°F.	C.s.
T 78	Distillation (%of total distillate to 680° F.):	
	To 374° F.	%
	To 437° F.	%
	To 500° F.	%
	To 600° F.	%
	Residue from distillation to 680° F.	
	Volume, % by difference	%
	Water	%

Liquid Asphalt Residue

T 49	Penetration at 77° F.	cm/100
T 44	Solubility in CHCl: CCl₄	%
T 51	Ductility at 77° F.	cm.

M190 **Pipe Coating (Bituminous)**

T 44	Solubility in CHCl: CCl₄	%
T 49	Penetration at 77° F.	cm/100
T 47	Loss on heating at 325° F.	%
T 49	Penetration of Res. at 77° F.	% of orig.

REPORT TO:
- X ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer B. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- X ☐ Files
- X Chevron
- X V. Moore
- X Eucon Corp. of ID

RECOMMENDATION: PENETRATION LOW

Material as represented by this sample [~~does~~] [does not] comply with specifications.

Engineer of Materials

Form 81-736-8804

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 82 7746

Chev. AR4000W / .3% Pave Bond Spc.

Data Sheet No. 26133-D

Project Juniper Canyon Rd. - Lexington/Echo Hwy. Prefix 525-1073

Highway FAS B564 (Bombing Range Rd.) Laboratory charge 71.00

Contractor Eucon Corp. of Idaho No. 9434 Date received 7-8-82

Submitted by B.D. Johnson Date reported 7/14/82

Source of material Chevron FA Proj. RS-B564(3)

Sampled or inspected at Job Site To be used Pavement Base & Top

Sampled or inspected by R. Alexander Date sampled 6-11-82 Quantity represented

Sample No. 10

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . . . . °F.

T 44 Solubility in CHCl: CCl_4 . . . . . %

T 49 Penetration at 77° F. 76 cm/100

Penetration ratio 39.2% F/77° F. . . . . .

T240 **Paving Asphalt RTF (c) Residue**

T201 Viscosity, Kinem. at 275°F. . . . . C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . 4339 p.

T 49 Penetration at 77° F. cm/100

% of orig. Penetration . . . . . .

T 51 Ductility at 77° F. . . . . cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . . . . sec.

T 59 Sieve test . . . . . %

T 59 Residue by distillation to 500° F. . . . . %

T 59 Oil distillate in . . . . . %

T 49 Penetration of Res. at 77° F. cm/100

T 44 Solubility in CHCl: CCl_4 . . . . . %

T 51 Ductility at 77° F. . . . . cm.

T170 **Abson Recovery of Asphalt**

T201 Viscosity, Kinem. at 275°F. . . . . C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . . p.

T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . 450+ °F

T201 Viscosity, Kinem. at 140°F. . . . . C.s.

T 78 Distillation (%of total distillate to 680° F.):

To 374° F. . . . . %

To 437° F. . . . . %

To 500° F. . . . . %

To 600° F. . . . . %

Residue from distillation to 680° F.

Volume, % by difference . . . . . %

Water . . . . . %

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100

T 44 Solubility in CHCl: CCl_4 . . . . . %

T 51 Ductility at 77° F. . . . . cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in CHCl: CCl_4 . . . . . %

T 49 Penetration at 77° F. cm/100

T 47 Loss on heating at 325° F. . . . . %

T 49 Penetration of Res. at 77° F. . . . . % of orig.

REPORT TO:

- ☐ F.H.W.A.
- X ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- X ☐ Resident Engineer

B. D. Johnson

- ☐ District Engineer
- ☐ Foreman
- X ☐ Files

x V. Moore

x Eucon Corp. of ID

RECOMMENDATION:

Material as represented by this sample [does] [does not] comply with specifications.

Engineer of Materials

Form 81-734-2004

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Laboratory No. 82 7747

Chev. AR4000W / .3% Pave Bond Spc.

Data Sheet No. 26133 - E

Project Juniper Canyon Rd. - Lexington/Echo Hwy. Prefix 525-1073

Highway FAS B564 (Bombing Range Rd.) Laboratory charge 71.00

Contractor Bacon Corp. of Idaho No. 9434 Date received 7-8-82

Submitted by B.D. Johnson Date reported 7/14/82

Source of material Chevron FA Proj. RS-B564(3)

Sampled or inspected at Job Site To be used Pavement Base & Top

Sampled or inspected by R. Alexander Date sampled 6-14-82 Quantity represented

Sample No. 15

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.

T 44 Solubility in CHCl: CCl. . . ..%

T 49 Penetration at 77° F. . . . 79 cm/100

Penetration ratio 39.2% F/77° F. .....

T240 Paving Asphalt RTF (c) Residue

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . 3639 p.

T 49 Penetration at 77° F. cm/100

% of orig. Penetration . . . .

T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.

T 59 Sieve test . . . .%

T 59 Residue by distillation to 500° F. .....%

T 59 Oil distillate in . . . .%

T 49 Penetration of Res. at 77° F. cm/100

T 44 Solubility in CHCl: CCl. . . ..%

T 51 Ductility at 77° F. . . . .cm.

T170 **Abson Recovery of Asphalt**

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.

T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . 450+ °F

T201 Viscosity, Kinem. at 140°F. . .....C.s.

T 78 Distillation (%of total distillate to 680° F.):

To 374° F. . . . .%

To 437° F. . . . .%

To 500° F. . . . .%

To 600° F. . . . .%

Residue from distillation to 680° F.

Volume, % by difference .....%

Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100

T 44 Solubility in CHCl: CCl. . . ..%

T 51 Ductility at 77° F. . . . .cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in CHCl: CCl. . . ..%

T 49 Penetration at 77° F. cm/100

T 47 Loss on heating at 325° F. . . ..%

T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x V. Moore
- x Eucon Corp. of ID

RECOMMENDATION:

Material as represented by this sample [does] [does not] comply with specifications.

Engineer of Materials

Form 31-734-8984

OREGON STATE HIGHWAY DIVISION

MATERIALS SECTION LABORATORY RECORD

Liq Asphalt Chevron AR-4000-W
W .2% Paving Bond Spec.

Laboratory No. 814968

Data Sheet No. 18072

Project Juniper Canyon Rd.-Lexington/Echo Hwy. Prefix 525-1073

Highway FAS B564 (Bombing Range Rd.) Laboratory charge 69.00

Contractor Eucon Corp. of Idaho No. 9434 Date received 10-29-82

Submitted by B.D. Johnson Date reported 11/04/82

Source of material Chevron Oil Co. FA Proj. RS-B564(3)

Sampled or inspected at Plant Site To be used Class "B" A/C

Sampled or inspected by R.W. Alexander Date sampled 6-9-82 Quantity represented

Sample No. 3A BACKUP TO #82-6440 **TEST RESULTS**

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.

T 44 Solubility in CHCl: CCl_4 . . ..%

T 49 Penetration at 77° F. . . . 82 cm/100

Penetration ratio 39.2% F/77° F. .....

T240 **Paving Asphalt RTF (c) Residue**

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . .p.

T 49 Penetration at 77° F. . . . 37 cm/100

% of orig. Penetration . . . 45

T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.

T 59 Sieve test . . . .%

T 59 Residue by distillation to 500° F. .....%

T 59 Oil distillate in . . . .%

T 49 Penetration of Res. at 77° F. cm/100

T 44 Solubility in CHCl: CCl_4 . . ..%

T 51 Ductility at 77° F. . . . .cm.

T170 **Abson Recovery of Asphalt**

T201 Viscosity, Kinem. at 275°F. . .....C.s.

T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.

T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . .%

T201 Viscosity, Kinem. at 140°F. . .....C.s.

T 78 Distillation (%of total distillate to 680° F.):

To 374° F. . . . .%

To 437° F. . . . .%

To 500° F. . . . .%

To 600° F. . . . .%

Residue from distillation to 680° F.

Volume, % by difference .....%

Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100

T 44 Solubility in CHCl: CCl_4 . . ..%

T 51 Ductility at 77° F. . . . .cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in CHCl: CCl_4 . . ..%

T 49 Penetration at 77° F. cm/100

T 47 Loss on heating at 325° F. . . ..%

T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer

B. D. Johnsen

- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x Chevron
- x V. Moore
- x Eucon Corp.

RECOMMENDATION: FAILS RESIDUE PENETRATION

Material as represented by this sample [~~does~~] [does not] comply with specifications.

Engineer of Materials

SP*76667-734

Form 31-726-8804

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq Asphalt Chevron AR-4000-W
W 1.2% Paving Bond Spec.

Laboratory No. 814969
Data Sheet No. 18072
Prefix 525-1073
Laboratory charge 69.00
Date received 10-29-82
Date reported 11/04/82
FA Proj. RS-B564(3)

Project Juniper Canyon Rd.-Lexington/Echo Hwy.
Highway FAS B564 (Bombing Range Rd.)
Contractor Eucon Corp. of Idaho No. 9434
Submitted by B.D. Johnson
Source of material Chevron Oil Co.
Sampled or inspected at Plant Site To be used Class "B" A/C
Sampled or inspected by R.W. Alexander Date sampled 6-10-82 Quantity represented

Sample No. 6 BACKUP TO *82-7745 **TEST RESULTS**

Paving Asphalt

T 73 Flash point, closed cup . . . . °F.
T 44 Solubility in CHCl: CCl. . . . %
T 49 Penetration at 77° F. . . . 73 cm/100
Penetration ratio 39.2% F/77° F.
T240 **Paving Asphalt RTF (c) Residue**
T201 Viscosity, Kinem. at 275°F. . . . C.s.
T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . . p.
T 49 Penetration at 77° F. . . . 36 cm/100
% of orig. Penetration . . . 49
T 51 Ductility at 77° F. . . . . cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . . . sec.
T 59 Sieve test . . . . . %
T 59 Residue by distillation to 500° F. . . . %
T 59 Oil distillate in . . . . . %
T 49 Penetration of Res. at 77° F. . . . cm/100
T 44 Solubility in CHCl: CCl. . . . %
T 51 Ductility at 77° F. . . . . cm.

T170 **Abson Recovery of Asphalt**

T201 Viscosity, Kinem. at 275°F. . . . C.s.
T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . . p.
T 49 Penetration of Res. at 77° F. . . . cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . . %
T201 Viscosity, Kinem. at 140°F. . . . C.s.
T 78 Distillation (%of total distillate to 680° F.):
To 374° F. . . . . %
To 437° F. . . . . %
To 500° F. . . . . %
To 600° F. . . . . %
Residue from distillation to 680° F.
Volume, % by difference . . . %
Water . . . . . %

Liquid Asphalt Residue

T 49 Penetration at 77° F. . . . cm/100
T 44 Solubility in CHCl: CCl. . . . %
T 51 Ductility at 77° F. . . . cm.
M190 **Pipe Coating (Bituminous)**
T 44 Solubility in CHCl: CCl. . . . %
T 49 Penetration at 77° F. . . . cm/100
T 47 Loss on heating at 325° F. . . . %
T 49 Penetration of Res. at 77° F. . . . % of orig.

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer R. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x Chevron
- x V. Moore
- x Eucon Corp.

RECOMMENDATION: FAILED RESIDUE PENETRATION

Material as represented by this sample [~~does~~] [does not] comply with specifications.

Engineer of Materials

Form 11-734-3004

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq Asphalt, Chevron AR-4000W
w/ 0.2% Pave Bond

Project Juniper Canyon Rd.-Lexington/Echo Hwy.
Highway FAS B564 (Bombing Range Rd.)
Contractor Eucon Corp. of Idaho No. 9434
Submitted by B.D. Johnson
Source of material Chevron
Sampled or inspected at Plant Site To be used Pavement Class "B" A/C
Sampled or inspected by R.W. Alexander Date sampled 6-7-82 Quantity represented 455

Laboratory No. 8215633
Data Sheet No. 18073
Prefix 525-1073
Laboratory charge 71.00
Date received 11-12-82
Date reported 11/22/82
FA Proj. RS-B564(3)

Sample No. 1A

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.
T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. . . . 75 cm/100
Penetration ratio 39.2% F/77° F. .....
T240 **Paving Asphalt RTF (c) Residue**
T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration at 77° F. . . . 39 cm/100
% of orig. Penetration . . . 52
T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.
T 59 Sieve test . . . .%
T 59 Residue by distillation to 500° F. .....%
T 59 Oil distillate in . . . .%
T 49 Penetration of Res. at 77° F. cm/100
T 44 Solubility in CHCl: CCl_4 . . ..%
T 51 Ductility at 77° F. . . . .cm.

T170 **Abson Recovery of Asphalt**

T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . .%
T201 Viscosity, Kinem. at 140°F. . .....C.s.
T 78 Distillation (%of total distillate to 680° F.):
To 374° F. . . . .%
To 437° F. . . . .%
To 500° F. . . . .%
To 600° F. . . . .%
Residue from distillation to 680° F.
Volume, % by difference .....%
Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100
T 44 Solubility in CHCl: CCl_4 . . ..%
T 51 Ductility at 77° F. . . . .cm.

M190 **Pipe Coating (Bituminous)**

T 44 Solubility in CHCl: CCl_4 . . ..%
T 49 Penetration at 77° F. cm/100
T 47 Loss on heating at 325° F. . . ..%
T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:
- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x V. Moore
- x Chevron
- x Eucon Corp. of ID

RECOMMENDATION: FAIL RESIDUE PENETRATION

Material as represented by this sample [~~does~~] [does not] comply with specifications.

Engineer of Materials

Form 31-136-2084

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq Asphalt, Chevron AR-4000W
W/ 0.2% Pave Bond

Laboratory No. 8215634
Data Sheet No. 18073
Prefix 525-1073
Laboratory charge 11.00
Date received 11-12-82
Date reported 11/22/82
FA Proj. RS-B564(3)

Project Juniper Canyon Rd.-Lexington/Echo Hwy.
Highway FAS B564 (Bombing Range Rd.)
Contractor Eucon Corp. of Idaho No. 9434
Submitted by B.D. Johnson
Source of material Chevron
Sampled or inspected at Plant Site To be used Pavement Class "B" A/C
Sampled or inspected by R.W. Alexander Date sampled 6-9-82 Quantity represented 455

Sample No. 5A

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.
T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. . . . 77 cm/100
Penetration ratio 39.2% F/77° F. .....
T240 Paving Asphalt RTF (e) Residue
T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration at 77° F. . . . 38 cm/100
% of orig. Penetration . . . 49
T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.
T 59 Sieve test . . . .%
T 59 Residue by distillation to 500° F. .....%
T 59 Oil distillate in . . . .%
T 49 Penetration of Res. at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ..%
T 51 Ductility at 77° F. . . . .cm.

T170 Abson Recovery of Asphalt

T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . .%
T201 Viscosity, Kinem. at 140°F. . .....C.s.
T 78 Distillation (%of total distillate to 680° F.):
To 374° F. . . . .%
To 437° F. . . . .%
To 500° F. . . . .%
To 600° F. . . . .%
Residue from distillation to 680° F.
Volume, % by difference .....%
Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ..%
T 51 Ductility at 77° F. . . . .cm.

M190 Pipe Coating (Bituminous)

T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. cm/100
T 47 Loss on heating at 325° F. . . ..%
T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer
  B. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x V. Moore
- x Chevron
- x Eucon Corp. of ID

RECOMMENDATION: FAILS RESIDUE PENETRATION

Material as represented by this sample [~~does~~] [does not] comply with specifications.

Engineer of Materials

Form 31-320-2004

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq Asphalt, Chevron AR-4000W
W/ 0.2% Pave Bond

Project Juniper Canyon Rd.-Lexington/Echo Hwy.
Highway FAS B564 (Bombing Range Rd.)
Contractor Eucon Corp. of Idaho No. 9434
Submitted by B.D. Johnson
Source of material Chevron
Sampled or inspected at Plant Site To be used Pavement Class "B" A/C
Sampled or inspected by R.W. Alexander Date sampled 6-10-82 Quantity represented 455

Laboratory No. 8215635
Data Sheet No. 18073
Prefix 525-1073
Laboratory charge 71.00
Date received 11-12-82
Date reported 11/22/82
FA Proj. RS-B564(3)

Sample No.

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.
T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. . . . 77 cm/100
Penetration ratio 39.2% F/77° F. .....
T240 Paving Asphalt RTF (c) Residue
T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration at 77° F. . . . 39 cm/100
% of orig. Penetration . . . 51
T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.
T 59 Sieve test . . . .%
T 59 Residue by distillation to 500° F. .....%
T 59 Oil distillate in . . . .%
T 49 Penetration of Res. at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ..%
T 51 Ductility at 77° F. . . . .cm.

T170 Abson Recovery of Asphalt

T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . .%
T201 Viscosity, Kinem. at 140°F. . .....C.s.
T 78 Distillation (%of total distillate to 680° F.):
To 374° F. . . . .%
To 437° F. . . . .%
To 500° F. . . . .%
To 600° F. . . . .%
Residue from distillation to 680° F.
Volume, % by difference .....%
Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ..%
T 51 Ductility at 77° F. . . . .cm.

M190 Pipe Coating (Bituminous)

T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. cm/100
T 47 Loss on heating at 325° F. . . ..%
T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:
- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer
  B. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x V. Moore
- x Chevron
- x Eucon Corp. of ID

RECOMMENDATION: FAILS RESIDUE PENETRATION

Material as represented by this sample [~~does~~] [does not] comply with specifications.

Engineer of Materials

SP*78667-734

Form 31-734-2084

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

Liq Asphalt, Chevron AR-4000W
W/ 0.2% Pave Bond

Laboratory No. 8215636
Data Sheet No. 18073
Prefix 525-1073
Laboratory charge Nil
Date received 11-12-82
Date reported 11/22/82
FA Proj. RS-B564(3)

Project Juniper Canyon Rd.-Lexington/Echo Hwy.
Highway FAS B564 (Bombing Range Rd.)
Contractor Eucon Corp. of Idaho No. 9434
Submitted by B.D. Johnson
Source of material Chevron
Sampled or inspected at Plant Site To be used Pavement Class "B" A/C
Sampled or inspected by R.W. Alexander Date sampled 6-11-82 Quantity represented 455

Sample No. 15-A

TEST RESULTS

Paving Asphalt

T 73 Flash point, closed cup . . ..°F.
T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. . . . 79 cm/100
Penetration ratio 39.2% F/77° F. .....
T240 Paving Asphalt RTF (c) Residue
T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity, Abs. @ 140° F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration at 77° F. . . . 39 cm/100
% of orig. Penetration . . . 49
T 51 Ductility at 77° F. . . . .cm.

Emulsified Asphalt

T 59 Viscosity, S. F. at ..... °F. . .....sec.
T 59 Sieve test . . . .%
T 59 Residue by distillation to 500° F. .....%
T 59 Oil distillate in . . . .%
T 49 Penetration of Res. at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ..%
T 51 Ductility at 77° F. . . . .cm.

T170 Abson Recovery of Asphalt

T201 Viscosity, Kinem. at 275°F. . .....C.s.
T202 Viscosity @ 140°F., 30 Cm Hg., Vac. . . . .p.
T 49 Penetration of Res. at 77° F. cm/100

Liquid Asphalt

T 48 Flash point, open cup . . . .%
T201 Viscosity, Kinem. at 140°F. . .....C.s.
T 78 Distillation (%of total distillate to 680° F.):
To 374° F. . . . .%
To 437° F. . . . .%
To 500° F. . . . .%
To 600° F. . . . .%
Residue from distillation to 680° F.
Volume, % by difference .....%
Water . . . .%

Liquid Asphalt Residue

T 49 Penetration at 77° F. cm/100
T 44 Solubility in CHCl: CCl. . . ..%
T 51 Ductility at 77° F. . . . .cm.

M190 Pipe Coating (Bituminous)

T 44 Solubility in CHCl: CCl. . . ..%
T 49 Penetration at 77° F. cm/100
T 47 Loss on heating at 325° F. . . ..%
T 49 Penetration of Res. at 77° F. . .....% of orig.

REPORT TO:

- ☐ F.H.W.A.
- x ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- x ☐ Resident Engineer
  B. D. Johnson
- ☐ District Engineer
- ☐ Foreman
- x ☐ Files
- x V. Moore
- x Chevron
- x Eucon Corp. of ID

RECOMMENDATION: FAILS RESIDUE PENETRATION

Material as represented by this sample [does] [does not] comply with specifications.

R.W. C. Johnson
Engineer of Materials

1434

No. 12 Final

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Juniper Canyon Rd.- Lexington/Echo Highway		WEEK ENDING: June 19, 1982
		SECTION PREFIX: 525-1073
HIGHWAY: FAS B564(Bomb. Range Rd.)		COUNTY: Morrow
NAME OF JOB: Juniper Can. Rd.-Lex/Echo Hwy.	KIND OF WORK: Grading & Paving	
CONTRACTOR: Eucon Corporation of Idaho	CONTRACT NUMBER: 9434	FEDERAL AID PROJECT NUMBER: RS-B564(3)
DATE OF CONTRACT: Feb. 22, 1982	DATE WORK STARTED: Mar. 29, 1982	ESTIMATED COMPLETION DATE: June 18, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 210	CALENDAR DAYS USED 106
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 50%
PROJECT AUTHORIZATION: $ 471,970.06		
EXCLUSIVE OF ENGINEERING: $ 434,545.12	ENGINEERING AUTHORIZATION $ 37,424.94	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 434,545.12	ENGINEERING COST TO DATE $ 35,535.88	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION ____%	DATE PROJECT WAS COMPLETED: June 18, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	Subbase 100%	100%	100%	Agg. Base 100%	

	GRADING	Agg. Subbase	Agg. Base	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.4	2.4	2.4		2.4
MILES PARTIALLY COMPLETED	2.4	2.4	2.4		2.4
MILES COMPLETED	2.4	2.4	2.4		2.4
TOTAL ESTIMATED QUANTITIES (CONTRACT)	38,129 CY	20,000 Ton	8,000 Ton		7,800 Ton
TOTAL QUANTITIES CORRECTED TO DATE	49,000 CY	13,500 CY	7,394 Ton		6,912 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	49,000 CY	13,500 CY	7,394 Ton		6,912 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					1
NUMBER OF SHIFTS PER DAY					8
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 blade, 2 loaders, 1 paver, 2 rollers, 4 trucks, 1 water truck, 1 asphalt plant

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13		1		
MONDAY 14	Fair	1		
TUESDAY 15	Fair	1		
WEDNESDAY 16	Fair	1		
THURSDAY 17	Fair	1		
FRIDAY 18	Fair	1		
SATURDAY 19		0		Second notification 6-18-82

RECEIVED
JUN 21 1982
CONSTRUCTION SECTION

CE CAE FOE OCS SCS FFO OM CA LS TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 13	No Activity
MONDAY 14	Contractor paved top lift southbound
TUESDAY 15	Contractor paved road connection and approaches and dressed up shoulders.
WEDNESDAY 16	Contractor setting delineators
THURSDAY 17	Contractor completed setting delineators and was cleaning up project.
FRIDAY 18	Contractor taking down signs and opening project to traffic.
SATURDAY 19	No Activity

REMARKS

Contractor completed paving Class 'B' A.C., setting delineators and cleaning up project. Project opened to traffic 6-18-82. Second notification 6-18-82.

SIGNED Bobby D. Johnson LOCATION Pendleton

Bobby D. Johnson, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1434

#46

PRODUCT 4000W DATE 5 PM TANK Blender BLEND 6-15-82

RTF-C

FLASH	500+
VIS @ 140 F	1190
VIS @ 275 F	245
PEN @ 77 F	93
RTF-C	
% LOSS	
PAL	46
% ORIG. PEN	49.4
VIS @ 140 F	3657
VIS @ 275 F	410
DUCT @ 77 F	20+
SETTING INDEX	
TFO LOSS	
PAL	
TF% ORIG. PEN.	
TF DUCT @ 77 F	

TFOL

60% SV

40% SN150

PRODUCT AR-4000 DATE 6-16-92 TANK 110 BLEND #46 NAT

RTF-C

FLASH	550
VIS@140°F	1297
VIS@275°F	264
PEN@77°F	88
RTF-C	
% LOSS	
PAL	43
% ORIG. PEN	48.8
VIS@140°F	4487
VIS@275°F	425
DUCT@77°F	14.0
SETTING INDEX	
TFO LOSS	
PAL	
TF% ORIG. PEN.	
TF DUCT@77°F	

IN @ 1 30
OUT @ 3 05

JC

TFOL

SBH

PRODUCT AR-4000 DATE 6-16-92 TANK 112 BLEND FINAL 48

RTF-C

LBH

FLASH	540
VIS@140°F	1292
VIS@275°F	252
PEN@77°F	85
RTF-C	
% LOSS	
PAL	46
% ORIG. PEN	54.1
VIS@140°F	3708
VIS@275°F	408
DUCT@77°F	17.2
SETTING INDEX	
TFO LOSS	
PAL	
TF% ORIG. PEN.	

TFOL

IN @ 9 20 AM

OUT @ 10 45 AM

PRODUCT 4000W RTF-C DATE 6-3-82 TANK 110 BLEND 37 V TFOL

JC

FLASH	500+
VIS@140°F	1346.
VIS@275°F	235.
PEN@77°F	83
RTF-C	
% LOSS	
PAL	43
% ORIG. PEN	57.8
VIS@ 40°F	3657.
VIS@275°F	370.
DUCT@77°F	17.0
SETTING INDEX	
TFO LOSS	
PAL	
TF% ORIG. PEN.	
TF DUCT@77°F	

PRODUCT AR-4 RTF-C DATE 6-5 TANK 112 BLEND FINAL K38 TFOL

IN@2:35
OUT@4:00 PM

FLASH COC	555
VIS@140°F	1353
VIS@275°F	243
PEN@77°F	86
RTF-C	
% LOSS	
PAL	45
% ORIG. PEN	52.3
VIS@140°F	3674
VIS@275°F	400.
DUCT@77°F	17.5
SETTING INDEX	
TFO LOSS	
PAL	
TF% ORIG. PEN.	
TF DUCT@77°F	

START RCB

Finish JRH

PRODUCT AR-4000 RTF-C DATE 6-5-82 TANK 110 BLEND Final E39 TFOL

In@ 11:35 PM
Out@ 12:00 Mid

FLASH COC	550
VIS@140°F	1343
VIS@275°F	253
PEN@77°F	83
RTF-C	
% LOSS	
PAL	44
% ORIG. PEN	53.0
VIS@140°F	3674.
VIS@275°F	364.
DUCT@77°F	17.3
SETTING INDEX	
TFO LOSS	
PAL	
TF% ORIG. PEN.	

started JRH
Finished Les C.

PRODUCT AR-4 DATE 6-9 TANK BLENDER BLEND #41 (CONT)

RTF-C

FLASH COC	545
VIS@140°F	1374
VIS@275°F	259
PEN@77°F	82
RTF-C	
% LOSS	
PAL	44
% ORIG. PEN	53.6
VIS@140°F	3769
VIS@275°F	409
DUCT@77°F	29.6
SETTING INDEX	
TFO LOSS	
PAL	
TF% ORIG. PEN.	
TF DUCT@77°F	

TFOL

Rob

Tim

IN @ 9:37
OUT @ 11:02

PRODUCT AR-4 DATE 6-9 TANK 110 BLEND #41 FINAL

RTF-C

FLASH COC	540
VIS@140°F	1382
VIS@275°F	271
PEN@77°F	82
RTF-C	
% LOSS	
PAL	42
% ORIG. PEN	51.2
VIS@140°F	3812
VIS@275°F	424
DUCT@77°F	22+
SETTING INDEX	
TFO LOSS	
PAL	
TF% ORIG. PEN.	
TF DUCT@77°F	

TFOL

Rob

NB-N

IN @ 1:45

PRODUCT 4000 W DATE 6-10 TANK 110 BLEND NB

RTF-C

FLASH	500+
VIS@140°F	1382
VIS@275°F	260
PEN@77°F	82
RTF-C	
% LOSS	
PAL	43
% ORIG. PEN	52.4
VIS@140°F	3846
VIS@275°F	405
DUCT@77°F	28.1
SETTING INDEX	
TFO LOSS	

TFOL

JC

PRODUCT AR-4 DATE 6-11 TANK 112 BLEND FINAL

RTF-C

IN @ 1048
OUT @ 3013

FLASH COC	545
VIS @ 140°F	1331
VIS @ 275°F	250
PEN @ 77°F	80
RTF-C	
% LOSS	
PAL	48
% ORIG. PEN	60
VIS @ 140°F	3737
VIS @ 275°F	411
DUCT @ 77°F	28
SETTING INDEX	
TFO LOSS	
PAL	
TF% ORIG. PEN.	
TF DUCT @ 77°F	

TFOL

Rod V

MEMORANDUM 9434

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-24-82

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-8564(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 1/6/81 To: 1/5/82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$21,150.33	$21,150.33	88.18%	$18,650.36	$18,650.36	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE	V.E.	Skoog, Controller 5/24/82

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Juniper Canyon-Lexington/Echo Highway Bomber Range Road Morrow County					
	Preliminary Engineering Type Code P.E. State	All Required			$21,150.33	
	Total Participating Project Cost				$21,150.33	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/13/82.					
	AMOUNT CARRIED FORWARD					

TOTAL TO DATE JOB COST SUMMARY — JUNE 1982 — PAGE 770

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
EIGHTMILE CR BR B 560	CONT NO 0000 X FA PROJ NOS RS 560002 100					STATE
	525 1967 296	00	N	9	268.42	10,836.69CR
	525 1967 297	00	N	9		480.00
	525 1967 298	00	N	9	268.42CR	10,356.69
	525 1967 901	00	P	1		2,715.74
	525 1967 901	00	N	1		241.74
	525 1967 905	00	P	1		1,394.49
	525 1967 906	00	P	1	10.20CR	129.34CR
	525 1967 910	00	P	1		72.64
	525 1967 911	00	P	1		82.12
	525 1967 913	00	P	1		25.03
	525 1967 914	00	P	1		2.10
	525 1967 918	00	P	1	4.12CR	1,624.08
	525 1967 920	00	P	1		67.34
	525 1967 921	00	P	1	168.52CR	362.14
	525 1967 922	00	P	1		47.86
	525 1967 923	00	P	1		25.54
	525 1967 926	00	P	1		2,046.79
	525 1967 926	00	N	1		10.00
	525 1967 927	00	P	1		3,388.35
	525 1967 950	00	P	1	112.50CR	86.06
	TOT	P1			315.34CR	11,744.94
	TOT	N1				251.74
	** JOB TOTALS **			**	315.34CR**	11,996.68 **
						STATE
JUNIPER CAN RD-LEX/ECHO HY	CONT NO X FA PROJ NOS RS 564002 100					
	525 1971 296	00	N	9	52CR	15,285.99CR 19,900.86CR
	525 1971 297	00	N	9	52	1,250.50 1,250.50
	525 1971 298	00	N	9		14,035.49 18,650.36
	525 1971 901	00	P	1		299.91 3,957.09
	525 1971 901	00	N	1	83.45CR	7,984.36 7,984.36
	525 1971 905	00	P	1		2,855.22 4,274.41
	525 1971 910	00	P	1		88.23
	525 1971 911	00	P	1		131.22 131.22
	525 1971 911	01	P	1		809.16 809.16
	525 1971 914	00	P	1	8.72CR	1,556.09 1,618.49
	525 1971 918	00	P	1		172.15 187.38
	525 1971 920	00	P	1		1,666.77 1,666.77
	525 1971 921	00	P	1		10.62 10.62
	525 1971 922	00	P	1		136.90 422.60
	525 1971 923	00	P	1		
	TOT	P1			8.72CR	15,622.40 21,150.33
	TOT	N1			83.45CR	
	** JOB TOTALS **				92.17CR**	15,622.40 ** 21,150.33 **
						STATE
NE 110TH-NE 148TH	CONT NO X FA PROJ NOS RS 662001 100					
	526 1954 294	00	N	1	591.77CR	1,952.66CR

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
517-1910	1 RS	-A323-001 APPR-075	52,419.00	59,597.18	59,389.69	85.80	50,956.35	50,956.35		
517-1931	1 BRS	-A335-001 APPR-118	13,120.00	19,066.00	19,032.73	80.00	15,226.18	13,120.00	2,106.18 B	1.99CR
517-1934	1 HES	-A333-001 APPR-141	540.00	94.28	94.28	90.00	84.85	86.84		69.00
517-1937	1 RS	-A338-001 APPR-075	12,432.00	264.57	264.57	88.18	233.30	164.30		152.22CR
518-1920	1 RS	-B319-001 APPR-075	300,300.00	234,984.73	231,951.99	85.80	199,014.81	199,167.03		6.33CR
520-1956	1 RRP	-A452-001 APPR-135	1,800.00	219.07	219.07	90.00	197.16	203.49		70.88CR
520-1958	1 RS	-A465-002 APPR-075	5,200.00	1,865.03	1,866.03	88.15	1,644.02	1,714.90		
520-1960	1 HES	-A454-002 APPR-141	6,300.00	8,257.74	8,237.56	90.00	7,413.80	6,300.00	1,113.80 B	
520-1987	1 PMS	-0005-102 APPR-140	20,000.00	2,050.49	2,050.49	100.00	2,050.49	2,050.49		
520-1990	1# RS	-0436-002 APPR-075	1,591.79	1,855.23	1,855.23	85.80	1,591.79	1,591.79		
521-1910	1 RS	-A531-001 APPR-075	10,638.00			81.83				
521-1911	1 RS	-A525-003 APPR-075	8,019.00			81.83				
521-1977	1# RS	-A522-002 APPR-075	28,927.80	33,747.26	33,715.38	85.80	28,927.80	28,927.80		
522-1955	1 RS	-A483-001 APPR-075	138,446.00	124,522.31	124,290.32	85.80	106,641.09	106,159.91		481.18
522-1986	1 RRP	-A500-001 APPR-139	1,800.00	78.50	78.50	90.00	70.65	70.65		
523-1973	1# RS	-B495-001 APPR-075	5,983.60	6,973.89	6,973.89	85.80	5,983.60	5,983.60		
523-1989	1# SR	-B482-001 APPR-079	1,857.24	2,106.19	2,106.19	88.18	1,857.24	1,857.24		
523-1991	1# RS	-B500-002 APPR-075	50,586.56	57,462.39	57,367.39	88.18	50,586.56	50,586.56		
523-1993	1 BRS	-B500-001 APPR-118	240.00			80.00				11.76
523-1995	1 BHS	-B487-001 APPR-114	10,400.00	142.37	142.37	80.00	113.90	102.14		
524-1906	1# RRS	-A576-001 APPR-138	393.71	437.46	437.16	90.00	393.71	393.71		
524-1953	1 RS	-A590-001 APPR-075	30,835.00	36,604.77	36,302.02	88.10	31,982.08	30,835.00	1,147.08 B	
525-1966	1# RS	-B560-001 APPR-075	12,144.92	13,789.37	13,772.87	88.18	12,144.92	12,144.92		
525-1967	1 RS	-B560-002 APPR-075	10,356.69	11,996.68	11,744.94	88.18	10,356.69	10,356.69		
525-1971	1# RS	-B564-002 APPR-075	18,650.36	21,150.33	21,150.33	88.18	18,650.36	18,650.36		
526-1954	1 RS	-A662-001 APPR-075	47,170.00	31,168.16	33,117.82	85.77	28,405.15	28,385.53		19.62

9434

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 3-82	FEDERAL-AID PROJECT AGREEMENT	Oregon
	3/3/82	County Morrow
		Project No. RS-B564(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Juniper Canyon Rd.-Lexington/Echo Hwy.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-6-82	2.483
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 471,743.00	$ 355,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAR 3

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon February 8, 1982

Federal Aid Project
No. RS-B564(3)

Juniper Canyon Rd.-Lexington/Echo Hwy.
Bomber Range Rd.
Morrow County

PROJECT AGREEMENT

Type Code 6201
Roadway (Sta. 146+00 to Sta. 277+08.93)

Mobilization	All Required		$ 14,450.00
Temporary Protection and Direction of Traffic	All Required		2,920.00
Temporary Signs	216 Sq. Ft.	13.50	2,916.00
Temporary Barricades	2 Each	50.00	100.00
Flagmen	40 Hour	22.00	880.00
Removal of Structures, and Obstructions	All Required		5,000.00
General Excavation	38,129 Cu. Yd.	1.55	59,099.95
Trench Excavation	323 Cu. Yd.	8.30	2,680.90
Finishing Roadbed and Slopes	All Required		4,150.00
Watering	1,400 M-Gal.	10.00	14,000.00
Aggregate Subbase	20,000 Ton	1.55	31,000.00
3/4"-0 Aggregate Base	8,000 Ton	5.75	46,000.00
Class "B" Asphalt Concrete Mixture	7,800 Ton	12.35	96,330.00
Asphalt Cement in Mixture	510 Ton	193.00	98,430.00
Asphalt in Tack Coat	9 Ton	250.00	2,250.00
12-inch Culvert Pipe	84 Lin. Ft.	9.80	823.20
18-inch Culvert Pipe	226 Lin. Ft.	11.50	2,599.00
30-inch Culvert Pipe	84 Lin. Ft.	17.95	1,507.80
48-inch Culvert Pipe	42 Lin. Ft.	35.00	1,470.00
72-inch Culvert Pipe	120 Lin. Ft.	49.50	5,940.00
24-inch Arch Type Pipe	52 Lin. Ft.	15.40	800.80
Extra for Asphalt Approaches	5 Each	265.00	1,325.00
Delineators, Type 2	65 Each	24.00	1,560.00
Roadside Seeding and Mulching	7 Acre	1,000.00	7,000.00
			$403,232.65

Anticipated Items

Permanent Pavement Striping	All Required	$ 2,400.00
Temporary Erosion Control	All Required	4,000.00
Asphalt Cement Adjustment	All Required	6,000.00
		$ 12,400.00
	SUBTOTAL	$415,632.65
	Engineering	56,110.35
	TOTAL	$471,743.00

Length of Roadway -------- 2.483 mi.
Cost of Roadway Per Mile--$189,989.13

Federal Funds 88.18%------	$355,000.00*
State Funds ----------	23,793.00
County Funds ----------	92,950.00
	$471,743.00

*Fixed Federal Funds

Group 1	100%
Contract No.	9434
Prefix:	525-1971
Prefix:	525-1073

9434

February 2, 1982

Morrow County Court
Courthouse
Heppner, Oregon 97836

ACC

Attn: Honorable Donald McElligott
County Judge

Gentlemen: Eucon

On January 29, 1982 the Highway Division received a satisfactory bid from Yukon Corp. of Idaho, P.O. Box 2327, Tri Cities, Washington 99302 for the Juniper Canyon Road-Lexington/Echo Highway Section on Bomber Range Road. This is an FAS-C project No. RS-8564(3).

Based upon the contractor's bid the County's advance deposit will be:

Contractor's Bid	$403,232.65
Pavement Striping	$ 2,400.00
A.C. Adjustment	6,000.00
Erosion Control	4,000.00
Mail Boxes	200.00
4 1/2% Contingencies	18,712.47
9% Engineering	37,424.94
Est. Contruction Cost	$471,970.06
Est. P.E. Cost	17,000.00
Est. Project Cost	$488,970.06
Less Federal Funds for Construction (Limit)	355,000.00
Less State Share for Construction	24,204.54
Less Federal Funds for P.E.	12,340.00
Less State Share for P.E.	740.40
COUNTY SHARE OF PROJECT COSTS	$ 96,685.12

By rounding the County's Advance Deposit will be $ 97,000.00

Rec'd letter of Credit 2/22/82 Informed Ed. Haury

We will award the contract when we receive your advance deposit, which should be in this office no later than February 19, 1982.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Operation Programming Engineer

HR:pf
Attachment

bcc w/AD # 1004: Roger Lang, Region 5 Federal Aid Engineer
Vern Skoog - Please return completed AD # 1004 when advance deposit is received.

Section Juniper Canyon Rd. - Lexington Echo Hwy Programming Estimate $ . . . . . .

Highway FAS B564 (Long Range Rd.) Project Length 2.48 miles

11-30 County Morrow Completion Time 210 Calendar Days

Kind of Work Grade & Pave Est. Comp. Date 9-26-82

Prefix 525-1971 Letting Date Jan 28, 82 Project No. RS-B564(

ESTIMATED CONSTRUCTION AUTHORIZATION

Contract Amount . . . . $ 744,978 50

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 1-21-82

Director	Information System (Lana Ave.)	Public Transit
Asst. Dir.-Administration	Labor Relations	Radio
Accounting (Highway)	Landscape	Records Management
Administrative Services	Library	Right of Way
Bridge	Location	Safety & Health Services
Chief Counsel	Mail Room	Sign Shop
Commission Services	Maintenance	State Highway Engineer
Construction	Materials & Research	Technical Services Engr.
Data Processing (Trans. Bldg.)	Motor Vehicles	Traffic Signal Unit
Employee Development	Organization & Manpower Services	Traffic
Engineering (Design)	Parks & Recreation	Transportation Policy & Program Development
Environmental	Permits & Weighmaster	Travel Information
Equipment Shops & Storeroom	Personnel Operations	Utilities
Finance (DOT)	Photocopy	Metropolitan
FHWA	Project Management & Operations Planning	Region Number 5
General Files	Public Affairs	District Number ____
Industrial Engineers		Resident Engineer ____

ATTENTION: Roger Lang

FROM: Loc. Prog.

COMMENTS: Please inform the County.

Form 731-0022 (6-80) SP*71282-734

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		$ 12,600 00

Subtotal	$	757,578 50
Contingencies (4-1/2%)		34,091 03
Engineering (~~8~~, (9), ~~10~~%)		68,182 07
Subtotal	$	859 851 60
Credit for _____		
Estimated Net Authorization, Construction	$	859,851 60

APPROVED

J K Wintler
Road Design Engineer

Est. PE. Cost 17 000 00
Est Project Cost 876,851.60
Less Federal Funds 355,000.00
Less State/Matching Funds 24,205.00

Est County share of Cost $ 499,646.60
2340 00
T4.36
$ 497,446.24

Section Juniper Canyon Rd. - Lexington / Echo Hwy Programming Estimate $ [illegible]

Highway FAS B564 (Butter Creek Range Rd.) Project Length 2.48 miles

County Morrow Completion Time 210 Calendar Days

Kind of Work Grade & Pave Est. Comp. Date 9-26-82

Prefix 525-1971 Letting Date Jan 28, 82 Project No. RS-B564(3)

ESTIMATED CONSTRUCTION AUTHORIZATION 609,978.50

Estimated Contract Amount . . . . $ 744,978.50

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	2,400	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	4,000	
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment	5,000	
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Mailboxes	200.00	
Adjust Utilities		

$ 12,600.00

- 632,578.50

Subtotal $ 757,578.50

Contingencies (4-1/2%) 34,091.03

Engineering (8, 9, 10%) 68,182.07

Subtotal $ 859,851.60

Credit for _____ 106,626.60

Estimated Net Authorization, Construction . . . . . $ 859,851.60

423,626.60
- 355,000.00
- 24,205.00
- 12,340.00
- 241.36

331,240.24

(10)

APPROVED

J K Winters
Road Design Engineer

APPROVED
FINAL DESIGN ENGR.

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE — HIGHWAY DIVISION

Location: Juniper Canyon Rd. - Lexington/Echo Hwy.
County: Morrow
Sheet: 1 of 2
Kind of Work: Grading and Paving
Length: 2.48
Date: 11/6/81
Name: Bergstedt

COST ANALYSIS UNIT. 11-9-81 RW
THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 1-28-82

NO.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(8%)	~~$5,000~~ 45,000
	Temporary Protection and Direction of Traffic		All	All	—	1,820.00
	Temporary Signs		Sq. Ft.	216	6.00	1,296.00
	Temporary Barricades		Each	2	125.00	250.00
	Flagmen		Hour	40	26.00	1,040.00
	Roadwork					
	Removal of Structures and Obstructions		All	All	—	1500.00
	General Excavation		Cu. Yd.	38,129	4.50	171,580.
	Trench Excavation		Cu. Yd.	323	10.00	3,230.
	Finishing Roadbed and Slopes		All	All	—	20,000.
	Watering		M-Gal.	1,400	10.00	14,000
	Aggregate Subbase		Ton	20,000	~~3.50~~ 2.25	~~70,000~~ 45,000
	3/4"-0 Aggregate Base		Ton	8,000	8.50	68,000.
	Class "B" Asphalt Concrete Mixture		Ton	7,800	13.50	105,300
	Asphalt Cement in Mixture		Ton	510	196.00	99,960
	Asphalt in Tack Coat		Ton	9	250.00	2,250.
	12-inch Culvert Pipe		Lin. Ft.	84	12.50	1,050.
	18-inch Culvert Pipe		Lin. Ft.	226	18.00	4,068.
	30-inch Culvert Pipe		Lin. Ft.	84	26.00	2,184.
	48-inch Culvert Pipe		Lin. Ft.	42	37.00	1,554.

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

GON STATE — HIGHWAY DIVISION

...per Canyon Rd.- Lexington /Echo Hwy.	County: Morrow		Sheet 2 of 2
Type of Work: Grading and Paving	Length: 2.48	Date: 11-6-81	Name: Bergsted L

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	72-inch Culvert Pipe		Lin. Ft.	120	102.00	12,240.00
	24-inch Arch Type Pipe		Lin. Ft.	52	28.00	1,456.00
	Extra for Asphalt Approaches		Each	5	200.00	1,000.00
	Delineators, Type 2		Each	65	20.00	1,300.00
	Roadside Seeding and Mulching		Acre	7	700.00	4,900.00

734-1736 (8-81)

9434

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-6-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

		1. FEDERAL-AID PROJECT NO. RS-B564(3)
		2. STATE PROJECT NO. See below
3. FROM Dale E. Wilken, Division Administrator FHWA -Oregon Division	4. PROGRAM NO. 5. ITEM NO. 10096	2A. COUNTY NAME Morrow

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1/6/82	Secondary B564	County Road

10. GENERAL LOCATION:

Juniper Canyon Road - Lexington/Echo Highway

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 12/21/81 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

(Fixed Federal aid participation $355,000)

RECEIVED
ST. ... ENGR.
JAN 13 '82
REFER TO
FOR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/6/82		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4434 12-15-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B564(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Morrow

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10096

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12-15-81

8. FEDERAL ROUTE NUMBER Secondary B564

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

JUNIPER CANYON ROAD - LEXINGTON/ECHO HIGHWAY SECTION

11. GENERAL DESCRIPTION OF WORK

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's December 4, 1981 letter, you are now authorized to proceed with the subject project in accordance with the provisions of the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof. TEC $860,000; Federal Funds $355,000.

(Fixed amount of Federal-aid participation)

orig
12/17

RECEIVED
STATE HWY ENGR
DEC 17 '81
REFER TO Machine
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12-15-81		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9434

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Juniper Canyon Road - Lexington/Echo Highway — Date December 10, 1981

Highway Bomber Range Road FAS B564 — Authorization No. 2

County Morrow #25 — Survey Prefix 525-1971 (Assigned by Salem office)

Description of termini, route, length, etc.:
From Station 145 to 277+08, a distance of 2.48 miles.

Proposed:
Widen & Overlay existing roadway.

Purpose of Survey:
Prepare Plans, Specifications, & Estimate for construction contract.

Estimate of Costs:

Project Manager	(901)	$4,000
Final Design	(905)	5,000
Soils & Geology	(910)	2,000
Utility Liaison	(914)	500
Recon. & Hydrology	(918)	1,200
Project Management	(920)	200
Specifications	(921)	2,000
Environmental	(923)	500

RS-B564(2)

Bring Up

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
DEC 15 1981
LOCATION SECTION

Total estimated cost of survey $15,400

Previous authorization 14,000

Additional authorization requested 1,400

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by:

P. Lewellyn, Costs & Records Spec.
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Frank E. Pospisil
Location Engineer

Approved:

E J Hunter
Assistant State Highway Engineer

SP*23604-734

a MH KEH

4434

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-8-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: RS-B564(2)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10096

2A. COUNTY NAME: Morrow

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 12/8/81

8. FEDERAL ROUTE NUMBER: Secondary B564

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Juniper Canyon Road - Lexington/Echo Highway

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY.
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 12/2/81 I approve the revised Preliminary Engineering Costs to a TEC of $16,000 Federal Funds $14,103.

(Increase TEC $2,000 Federal Funds $1,763)

RECEIVED
STATE HWY ENGR
DEC 16 '81
REFER TO
FOR
Info | Inves. | R/D | D R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/8/81	A. K. Lauver	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4434

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

December 4, 1981

The Hon. Don McElligott
Courthouse
Heppner, Oregon 97836

Dear Judge McElligott:

Re: Survey Authorization
Juniper Canyon Rd. - Lex./Echo Hwy.
FAS B564, Bomber Range Rd.

It is now apparent the preliminary engineering charges for the above described project will exceed the current authorization and we will have to submit an additional authorization in order to obtain federal funding.

The increased amount is rather minimal and is attributed mostly to the hydraulics problem between stations 231 and 245, redesign of the drainage ditch and an anticipated increase in writing and printing the specifications.

The revised preliminary engineering costs are about 2% of the anticipated construction cost which is very favorable for this type of project.

It is recommended you approve the attached authorization summary and return to me as soon as possible.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

RCL/dp
Enc.
cc: D. H. Moehring
D. E. Swan
F. E. Terpin

Form 734-3122

9434

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

December 4, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Revised Project Data Submission
Item No. 10096
Project No. RS-B564(3)
Juniper Canyon Rd.-Lexington/Echo Hwy. Sec.
Morrow County

Attached data consists of PR-1 forms for the subject project.

I request authorization to proceed with actions necessary to advance the physical construction provided by the project at an estimated total cost of $860,000 with an obligation of $355,000 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

It is the Oregon State Highway Division's present intention to receive bids for this project on January 28, 1982.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

DRH:bkc
Attachments

cc: W.E. Schwartz (Region 5)
H. Reynoldson w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM FR-1 (REV. 4-81)
12-4-81 Rev.
12-2-81

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 — Co. Rd., Approx. 10 mi. N.E. of Lexington — 65	ADT	PRESENT 170 25 DHV	FUTURE (66)	YEAR (70)(71)(72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 — Gr., Dr. & H-T Pave. — 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (70)	DA CLASS'F. (71)	DA AREA (73)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 29	NUMBER B564 7

CARD	CLASS OF FEDERAL FUNDS: Rural Secondary	COUNTY NAME: Morrow	CO (11)
	NAME OF URBAN AREA 17-31: -----	ROUTE NO. S	FEDERAL-AID B564 (32)	STATE Co. Rd. (36)(37)	U.S. -----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.18%)	STATE FUNDS	OTHER FUNDS (County)
	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE							
5					ROW							
5					CONST (CODE) 6201		"Juniper Canyon Rd.- Lexington/Echo Hwy. Sec."	2.483	860,000	355,000*	23,793	481,207
								2.483.	860,000	355,000*	23,793	481,207

CARD 1	CODE 1	PREPARED BY	DRH	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	9-25-81 12-19-80	(16) (23)(24) (33)

REMARKS: Additional Data: Item No. RS-B564(2).

* Fix Federal Funds

5251971

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-81)

12-4-81 Rev.
12-2-81

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
d., Approx. 10 mi. N.E. of Lexington	ADT	170 25 DHV			10	Oregon	41	075	10096

WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CL. MNTF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
ve.								RS-	B564	(3)		

Rural Secondary	COUNTY NAME	CODE	PROGRAM STAGE
-----	Morrow	049	1 OR 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	B564	Co. Rd.	-----

WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS (88.18%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
W								
ST		"Juniper Canyon Rd.-Lexington/Echo Hwy. Sec."	2.483	860,000	355,000*	23,793	481,207	ROW-60' normal; Access Control-none; Parking Restrictions-none.
DRH	PROJECT TOTALS		2.483	860,000	355,000*	23,793	481,207	

AL DATES

9-25-81
12-19-80

* Fix Federal Funds

REMARKS: Additional Data: Item No. 10096; Project No. RS-B564(2).

-Over

USCOMM DUSCOMM-DC 48905-P81

Juniper Canyon Rd.-Lexington/Echo Hwy. Sec.
Project No. RS-B564(3)

Remarks continued:

Project Data: Work under this project consists of grade, drain and high-type pave to provide 2-11 ft. travel lanes with 4 ft. paved shoulders on improved vertical alignment, utility adjustments as required and incidental work common to this type of project.

Accommodation of Utilities: A State-County agreement No. 7414 complying with paragraph 6d(1) of PPM 30-4.1 was executed 6-15-81.

Maintenance: A State-County Agreement No. 7414 complying with Section 116, Title 23 U.S.C. was executed 6-15-81.

Note: 1) This project is in Congressional District No. 2.
2) Included in FY '82 AP in SOCL 9-81 on page 8 #10.

9434

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

December 2, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10096
Project No. RS-B564(3)
Juniper Canyon Rd.-Lexington/Echo Hwy. Sec.
Morrow County

Attached data consists of PR-1 forms with project maps for the subject project.

I request authorization to proceed with actions necessary to advance the physical construction provided by the project at an estimated total cost of $860,000 with an obligation of $758,340 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

It is the Oregon State Highway Division's present intention to receive bids for this project on January 28, 1982.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

DRH:bkc
Attachments

cc: W.E. Schwartz (Region 5)
H. Reynoldson w/att.
General Files

Form 734-3122

94/34

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Operation Programming Engineer

DATE: November 17, 1981

SUBJECT: Juniper Canyon Rd. - Lexington/Echo Hwy. Sec.
FAS B564 (Bombing Range Rd.)
Morrow County

Enclosed is one print of preliminary plans, dated November 5, 1981, which has been approved "As Noted" by the Morrow County Court.

Noted items are as follows:

1 - Detour route shown on title sheet.
2 - Revision of material source shown on sheet 6. This is being accomplished by an ammendment to the original instrument and will be forwarded to the Right-of-Way Section upon receipt.

Vern Moore, Region Geologist, is working with the County to implement the necessary paper work with DOGMI.

Roger C. Lang
Region Federal Aid Engineer

RCL/dp
Enc.
cc: Judge McElligott
Don Briggs
Lyle Watson
W. C. Ferguson
Vern Moore

To Design
11/19/81

D. E. Swan

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections, Details & Summary
2A	Pipe Data
3-8 Incl.	Plan & Profile

Temporary Protection & Direction of Traffic Not Included
Material Source & Development Plan Not Included

STATE OF O

DEPARTMENT OF TR

STATE HIGHWA

PLANS FOR PROPOS

JUNIPER CANYON RD. – LEX

FAS B564 (BOMBIN

MORROW CO

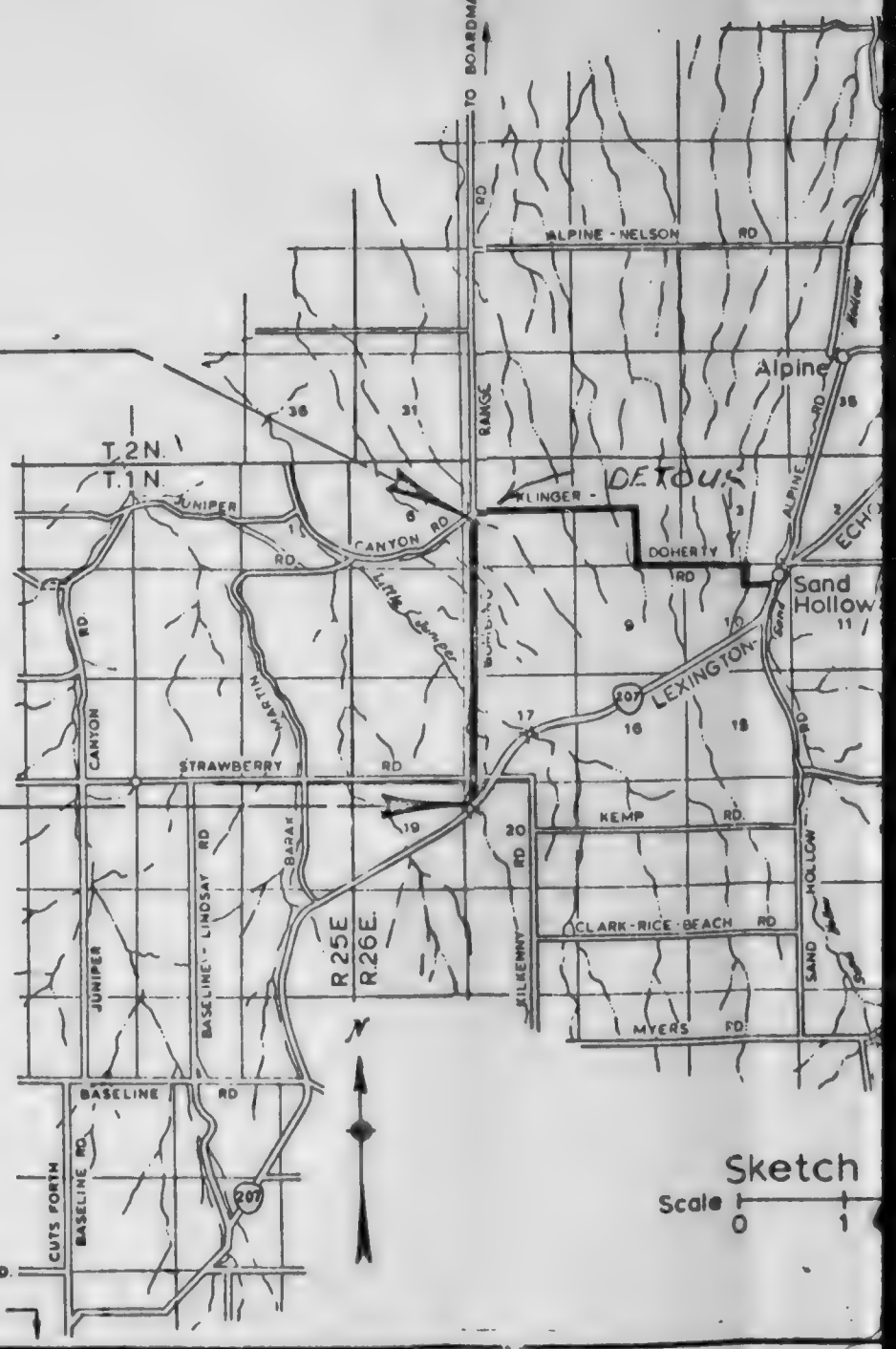
☐ RE ☐ RCE ☐ RME ☐ ROE

☒ RFA NOV 17 1981 ☐

RECEIVED
REGION 5 OFFICE

BEGINNING OF PROJECT
Sta. 146+00

END OF PROJECT
Sta. 277+08.93



E OF OREGON

OF TRANSPORTATION

IGHWAY DIVISION

FOR PROPOSED PROJECT

JUNIPER CANYON RD.–LEXINGTON/ECHO HWY. SEC. FAS 8564 (BOMBING RANGE RD.) MORROW COUNTY				SHEET No. 1
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS (See Index)
10	OREGON			

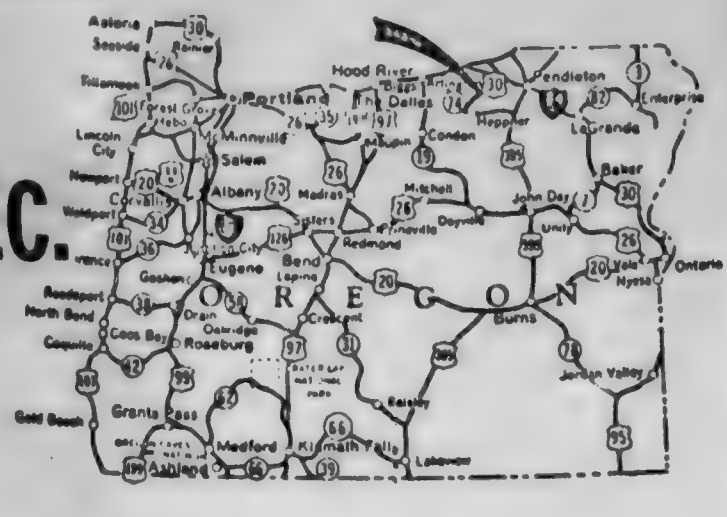
FAS-C

PRELIMINARY COPY
NOV 5 1981
SUBJECT TO CHANGE
FINAL SELECTION

– LEXINGTON/ECHO HWY. SEC.

(BOMBING RANGE RD.)

MORROW COUNTY



Sketch Map

Scale 0 1 2 Miles

APPROVED Nov 16 19 81

COUNTY COURT OF Morrow COUNTY

BY Donald W. Ellyett

Warren H. McCoy
COUNTY JUDGE

Dorothy Knebs
COUNTY COMMISSIONER

(As Noted)

PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER 4478 OREGON OCT 20 1966 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4652 OREGON MAY 23, 1960 EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER — DATE

TOTAL TO DATE JOB COST SUMMARY

NOVEMBER 1981 PAGE 633

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	525	1967	297	00	N 9			480.00	
	525	1967	298	00	N 9		169.22CR	10,455.89	
	525	1967	901	00	P 1			2,735.74	
	525	1967	901	00	N 1			241.74	
	525	1967	905	00	P 1			1,394.49	
	525	1967	906	00	P 1		30.20CR	129.34CR	
	525	1967	910	00	P 1			72.64	
	525	1967	911	00	P 1			82.12	
	525	1967	913	00	P 1			25.03	
	525	1967	914	00	P 1			2.10	
	525	1967	918	00	P 1		4.12CR	1,624.08	
	525	1967	920	00	P 1			67.34	
	525	1967	921	00	P 1		168.52CR	362.14	
	525	1967	922	00	P 1			47.86	
	525	1967	923	00	P 1			25.54	
	525	1967	926	00	P 1			2,046.79	
	525	1967	926	00	N 1			10.00	
	525	1967	927	00	P 1			3,388.35	
	525	1967	950	00	P 1			112.56	
			TOT	P1			202.84CR	11,857.44	
			TOT	N1				251.74	
			** JOB TOTALS **				202.84CR**	12,109.18	**

STATE

	CONT NO		FA PROJ NOS RS 564002 100						
JUNIPER CAN RD-LEX/ECHO HY	525	1971	296	00	N 9	2,441.35CR	7,725.13CR	12,340.00CR	
	525	1971	298	00	N 9	2,441.35	7,725.13	12,340.00	
	525	1971	901	00	P 1	67.79	299.91	3,957.09	
	525	1971	905	00	P 1	774.94	7,358.51	7,358.51	
	525	1971	910	00	P 1	505.76	843.20	2,262.39	
	525	1971	911	00	P 1			88.23	
	525	1971	911	01	P 1		131.22	131.22	
	525	1971	914	00	P 1	76.08	809.16	809.16	
	525	1971	918	00	P 1		1,556.09	1,618.49	
	525	1971	920	00	P 1			15.23	
	525	1971	921	00	P 1	285.27	285.27	285.27	
	525	1971	923	00	P 1		108.32	394.02	
			TOT	P1		1,709.84	11,391.68	16,919.61	
			** JOB TOTALS **			1,709.84 **	11,391.68 **	16,919.61	**

STATE

	CONT NO		* FA PROJ NOS RS 662001 100						
NE 110TH-NE 148TH	526	1954	294	00	N 1		591.77CR	1,952.66CR	
	526	1954	296	00	N 9	12.87CR	9,439.44CR	28,385.53CR	
	526	1954	298	00	N 9	12.87	9,439.44	28,385.53	
	526	1954	901	00	P 1		308.32	797.39	
	526	1954	903	00	P 1		8,317.27	27,654.31	
	526	1954	905	00	P 1		352.98	437.20	
	526	1954	910	00	P 1			1,994.32	

(5) 9434

OREGON STATE HIGHW[illegible]IVISION [illegible]ay # 525
120 DOT Building
Salem, Oregon 97310 10-16-71

Attention: Right-of-way Section

Subject: Federal Aid Project No. RS-B 564(2) Prefix 525-1971

Project Name Juniper Canyon Rd.-Lexington/Echo Hwy. County Road (Bomber Range Rd.)

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Heppner, Oregon, this 16 day of October, 19__

County of Morrow

Certified by:

Regional Right-of-Way Supervisor

Date Oct. 19, 1971

County Judge/Chairman

Warren H. Neloy
Commissioner

Dorothy Eads
Commissioner

Instructions: Complete A or B and C.

9434

Morrow County Court

Morrow County Courthouse
Heppner, Oregon 97836
(503) 676-9233

RE RCE RME ROE RFA

AUG 12 1981

RECEIVED
REGION 5 OFFICE

DONALD C. McELLIGOTT, County Judge
Ione, Oregon
WARREN H. McCOY, Commissioner
Irrigon, Oregon
DOROTHY KREBS, Commissioner
Ione, Oregon

August 11, 1981

Mr. Roger Lang, Engineer
P.O. Box 850
La Grande, Oregon 97850

Dear Roger,

Morrow County is re-submitting a levy for matching funds for the Bombing Range Road reconstruction project in September. It is urgent that we have the project ready for bid letting at that time, as the contractors will be working on Highway 207 reconstruction and we may be able to get very favorable bids.

With the completion of the Longview Fiber-Kinzua chipping plant at Boardman, Kinzua executives tell me that we may expect two hundred additional truck trips per day over that road. In addition Morrow County Grain Growers will be moving four thousand , twenty five ton, loads of wheat over the same road.

We have the feeling that time is running out, so please get the State moving on this if possible.

Yours Sincerely,

Donald C. McElligott

Judge Donald C. McElligott

DM/bc

cy Lyle Watson
C. E. Swanson

9434

Morrow Co.

ROAD DESIGN SECTION 378-6558

Bob Hector
Region Construction Engineer
ATTN: Rogen Lang

August 5, 1981

Lyle K. Watson
Acting Final Design Engineer

Juniper Canyon-Echo/Lexington Highway Section
Bomber Range Road
Morrow County

Enclosed is a copy of the detail map showing proposed locations for easements for slopes on the above section. Also enclosed are sketches of our proposed typical sections. The typical was widened 2 feet each side to provide a 3:1 rock slope. The field typical computed at 2:1, which was felt to be too steepl

We have also indicated areas where existing fence appears to be in conflict. We can't be sure of these locations, as there are no notes to back up the plotting on the detail map. It appears that there should be more fencing required than the 300± of Type I included in the field estimate.

The existing right-of-way on the right, except 212+50 to 239+80±, is 26 feet but is plotted at 26 feet to 29 feet, and in some areas gives an erroneous impression that the plotted slope lines just clear.

The "field" overlay section was modified to provide a ditch line of the right comparable in depth and width to the left.

The "field" special drainage section was modified to provide a continuous slope from subgrade shoulder to bottom of ditch. The ditch was also increased to 9 feet to ensure general excavation vs. ditch excavation.

Please review these changes and if you approve, give the map to the County for their use in preparing easements.

ALH:ja

Enc.

cc: Al Hansen

9434

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Juniper Canyon Road-Lexington/Echo Hwy.
Highway: FAS B564, Bomber Range Road
County: Morrow
Prefix: 525-1971
Res. Engr. W. C. Ferguson

Date June 30, 1981
Twenty Year
Traffic Coefficient 7.4
18 kip s.a. per day 26
R Value 35
Frost Penetration 30"±
CBE Total Requirement 17.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0"
3.0"	A.C.	6.0"
3.0"	Aggregate Leveling	3.0"
9.0"	Aggregate Subbase	7.0"
16.5"		19.0"

EXISTING ROADWAY
(Width 20'±)

1.5"	A.C. (Final Stage)	
3.0"	A.C. Overlay, plus 1.0" allowance for leveling.	
1.0"	Asphaltic Concrete Wearing Surface & Base	= 2.0" Aggregate Base
1.0"	Cement Treated Base	= 1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	= 1.8" Aggregate Base
1.0"	Oil Mat	= 1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	= 1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	= 1.0" Aggregate Base
1.0"	Aggregate Subbase	= 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan

9434

June 30, 1981

Morrow County Court
P. O. Box 338
Heppner, OR 97836

AGR 4

Attention: Barbara Bloodsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7414

Gentlemen:

Attached for your files is a fully executed copy of an agreement for an FAS-C project on the Juniper Canyon-Lexington/Echo Highway Section of Bomber Range Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc

Attachment

bc: Don Harwell (agreement attached)

ACC

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: May 20, 1981

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: FAS-C Project - Grade, Base, Pave
Juniper Canyon Road-Lexington/Echo Highway Section
FAS-B564
Morrow County

Morrow County is requesting a grading and surfacing project on the Juniper Canyon Road-Lexington/Echo Highway Section, on Bomber Range Road, FAS-B564. The roadway is to have 2-11' travel lanes and 4' paved shoulders. No bicycle paths. P.E. was approved on 10-14-80. Engineering by State.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	County Funds
Morrow County	Juniper Canyon Rd.-Lexington/ Echo Highway Section-Bomber Range Road. FAS-B564	$709,983	$355,000	$24,205	$330,778

The Region and this office have investigated this project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

State Highway Engineer

Date 5/21/81

HR:pf
Attachment

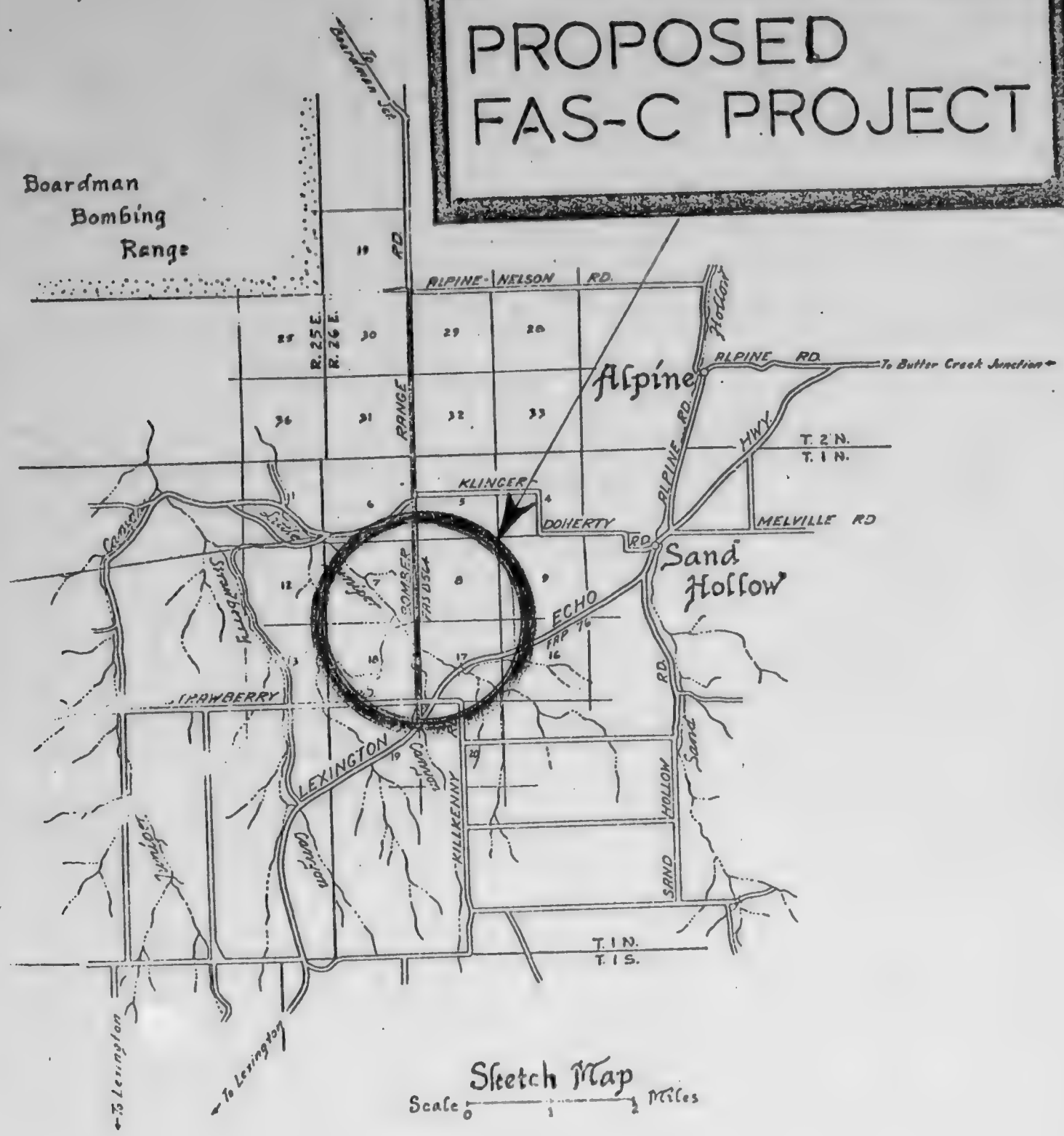
RECEIVED
STATE HWY ENGR
MAY 20'81
TO
Art
File

Contains Recycled Materials
81-125-1367

FAS [illegible] (BUTTER KANGE RD.)

MORROW COUNTY

PROPOSED FAS-C PROJECT



Sketch Map

Scale 0 — 1 — 2 Miles

94134 (21)

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Operations Programming Engineer

DATE: April 27, 1981

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Project Request for Construction Funds
Juniper Canyon Road-Lexington/Echo Highway
FAS B564, Bomber Range Road
Morrow County

Hdc: 4-30-81
To Coulter for Construction 5-1-81

Forwarded to you, under separate cover, on April 24, 1981 was original copy of project request as received from Morrow County concerning construction funds needed for the project.

I have reviewed the cost summary, prepared by W.C. Ferguson and revised by the Region office, in detail with the Morrow County Court who agree with the concept and scope of the Location Survey except for the following item.

The County Court wishes to close the route to "Through Traffic" during the construction period.

This is shown under remarks, item I, 2 on page 1. Also, under remarks, item VIII, 3 the County will sign and maintain the identified detour route for the duration of construction.

Financing of the project (based on the revised location estimate) was explained to the Court in the following manner:

Estimated Construction Cost		$709,983
FAS Funds (identified by AOC 3/24/80)	$355,000	
County Match @ 6%	24,205	
State Match @6%	24,205	
	$403,410	
		- 403,410
Remaining balance (100% County)		$306,573
6% Match		24,205
Total Actual Cost to County		$330,778

The County is presenting a $4 million serial levy to the voters on May 19, 1981. If the measure passes, they will have no problem. If the measure does not pass, the Court is prepared to revise their Road Budget, through existing budget procedure, in order to finance their share of the project before the price goes any higher.

Therefore, let's get everyone on the ball to push this job through the design stage for the earliest possible letting date. An August letting date would work out fine as the harvest season should be completed. If it is not, the Court is prepared to "bite the bullet..." so let's get with it.

RCL/vt
cc: Judge McElligott
Frank Terpin
Lyle Watson
Harold Brainerd
W. C. Ferguson

Detour sketch Attached

FEDERAL AID PROJECT REQUEST

Date April 23, 1981

Applicant Agency Morrow County

Request for: Off-System ____, FAS-C XX, FAUS ____ Project

Federal Aid Route No. B-564 Route Name Bomber Range Road

Project Name Juniper Canyon Rd.-Lexington/Echo Highway

Project Length 2.58 miles Project Location (Attach sketch map)

Project Description grading, base and pave

Average Daily Traffic 170 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18-20' Travel Lanes 2 Shoulders 0-1

Medians none Parking ____

Sidewalks none

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 30' Travel Lanes 2-11' Shoulders 4' (paved)

Medians none Parking none

Curbed no Length Curb Radii N/A

Sidewalk/Bikeway No; rural location and estimated low useage does not warrant.

Remarks Typical section and base design conforms to Alpine/Nelson Road-Juniper Canyon Road Section. Section may be closed to through traffic during construction.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 155

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes XX No ____

3. Will additional right-of-way be needed? Yes XX No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks Anticipate construction easements will be obtained by donation.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

none

2. Proposed Signalization:

Location N/A

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Any required signing will be placed by County.

4. Permanent Striping:

Include in project or by applicant? Include in project.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

none

2. Proposed Illumination:

Location none

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location none

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location N/A

Approximate Size: Length Width

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? N/A

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No XX

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Don Briggs, Public Works Director — Office
2. Environmental — Don Briggs, Public Works Director — Office
3. Public Hearing — Don Briggs, Public Works Director — Office

Remarks

II. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State XX Consultant ____

2. Project construction engineering to be performed by:

Applicant_____ State XX Consultant_____

3. Will applicant perform any work prior to or after award of contract?

Yes XX No_____

If "yes," describe briefly: Will obtain construction easements required. Will sign and maintain detour route for duration of construction.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 582,956
Right-of-way costs (if participating)	0
Traffic control signing	2,800
Illumination	0
Structures	0
Railroad	0
Other anticipated items	2,572
~~Preliminary engineering~~ Const. Engineering and Contingencies	121,655
PROJECT TOTAL	$ 709,983

Remarks This request is for construction funds identified by preliminary engineering estimate of April 23, 1981, Agreement No. 7414.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Morrow COUNTY

By _____

By _____

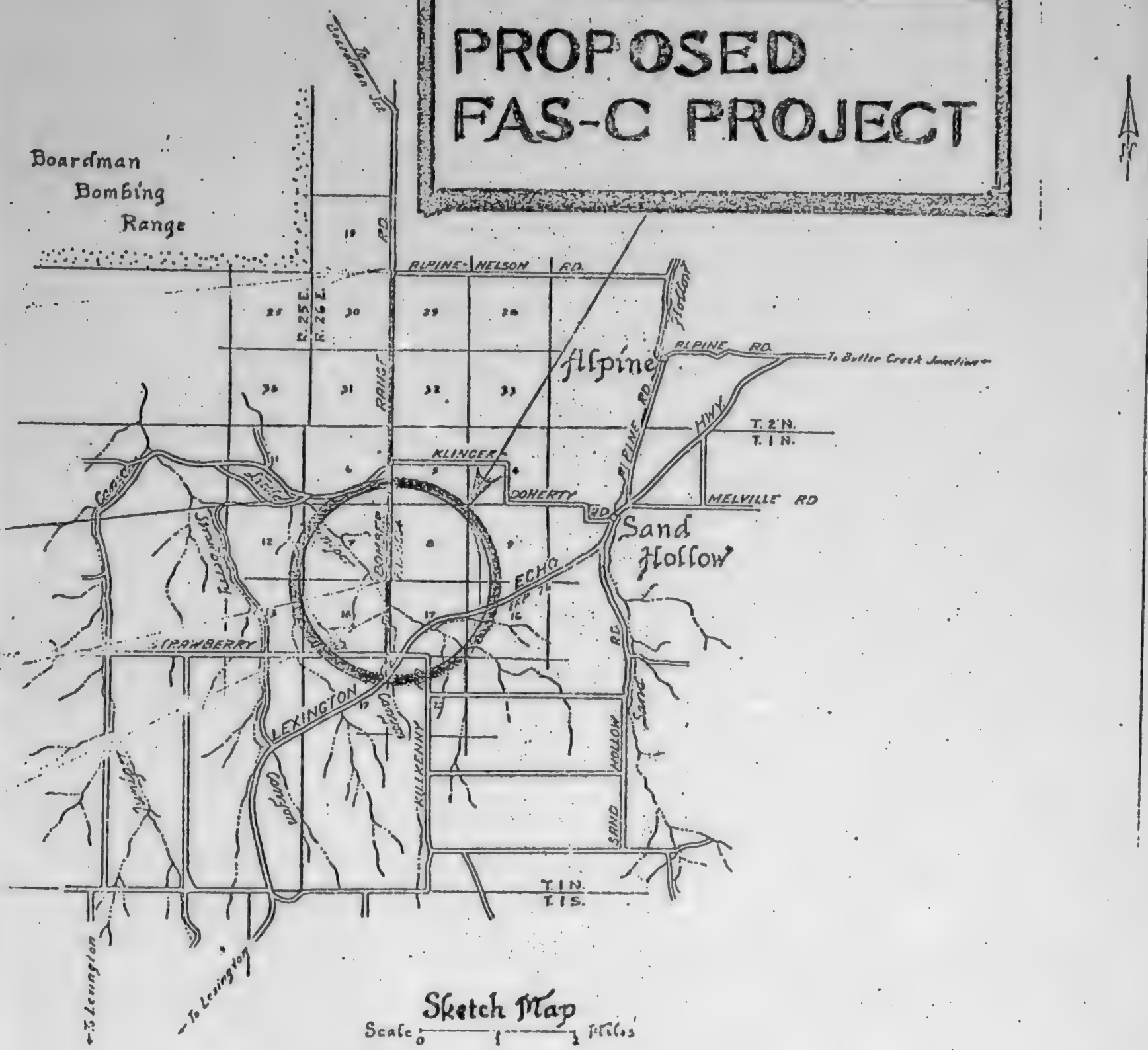
By Donald C. McElligott County Judge

By Warren H. McCoy Commissioner

By Dorothy Keeler Commissioner

MORROW COUNTY

PROPOSED FAS-C PROJECT



Sketch Map

Scale 0 — ½ — 1 Miles

"Detour Route" identified by Morrow County Court.

12.23 Length

590

WELLS SPRING RD.

630

ROAD

636

630

630

Advance Sign

692

KLINGER - DOHERTY

692

ROAD

925

RD.

921

ROAD

Section to be closed to thru Traffic 759 During Const.

634

923

MARTIN

320

207

Strawberry

RD.

588

588

RD.

688

KEMP

RD.

BARAK

921

923

JUNIPER CANYON

922

BASELINE - LINDSAY RD.

739

686

CLARK-RICE-BEACH

MYERS

578

KILKENNY

INE

RD.

ROAD

655

578

MYERS

RD.

737

CUTSFORTH-BASELINE RD.

620

626

651

CUTSFORTH-BASELINE RD.

MILLER-CUTSFORTH

RD.

680

POINTER RD

622

504

TURNER

RD.

731

DOLVEN

RD.

320

509

RD.

647

RD.

AIRPORT

Advance Sign

207

630
ROAD
630
630
692
KLINGER
DOHERTY
692
ROAD
925
RD.
634
923
MARTIN
Section to be closed to thru Traffic during Const.
320
207
Strawberry
RD.
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BARAK
RD.
688
KEMP
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JUNIPER
CANYON
923
BASELINE
LINDSAY
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CLARK-RICE-BEACH
KILKENNY
MYERS
578
INE
RD.
ROAD
578
655
MYERS
RD.
737
BASELINE RD.
CUTSFORTH
620
ROAD
626
MILLER-CUTSFORTH
CUTSFORTH
RD.
680
651
DOLVEN
731
RD.
POINTER RD
622
504
TURINER
RD.
320
LOVGREN
RD
509
647
CANYON
RD.
AIRPORT
ROAD
Advance
Sign
207
AIRPORT
620
PIEPER
R26E

9434 5-1-81

LOCATION NARRATIVE

Juniper Canyon Rd. - Hwy. 320 (FAS B564)
Bomber Range Rd.
Morrow County
Prefix 525-1971-901

Description

This Morrow County road begins at the I-84 & Irrigon Jct. Interchange. It runs southerly a distance of approximately 20 miles to the intersection with the Echo-Lexington Hwy. (No. 320). This survey is concerned with the southerly 2.39 miles of this road.

The surrounding countryside is predominately cultivated wheatfields intermingled with undeveloped rangeland.

The existing road consists of an oil mat approximately 20 feet in width over approximately 8 to 10 inches of sub-base and a small lift of crushed aggregate.

On the right side there are practically no roadside ditches with the adjacent fields at road elevation or higher, causing run-off directly onto the road.

The main thrust of this location will be to widen and overlay the existing roadbed and alleviate some of the drainage problems.

The standards used on this location may be found in the "Geometric Design Standards for Highways other than Freeways".

Horizontal Alignment

The proposed alignment parallels the existing alignment, offset 6 feet to the east. This enables the widening on the overlay sections to be done on one side (easterly) only. It also minimizes utility adjustments and the Right-of-Way needs.

Co-ordinates for this project are assumed due to the lack of existing stationing or co-ordinate data.

Vertical Alignment

The alignment has been adjusted to remove or reduce vertical curves which are causing sight problems. The cut beginning at station 217 has been lowered approx. 5-6 feet between station 217-225 to further improve the grade and sight distance.

The grade through the cut has been lowered as much as we felt it should be because of underlying clayey material. This grade change will also provide material to use in fill widening and sag alleviation.

LOCATION NARRATIVE (cont.)
Juniper Cyn. Rd. - Hwy 320 (FAS B564)
Ember Range Rd.
Morrow County
Prefix 525-1971-901

Vertical Alignment (cont.)

The grade has been raised from station 231-250 in order to correct drainage problems. This will be discussed in more detail under another heading. The remainder of the project from station 250-276 will follow the existing vertical alignment.

Typical Section

The finished roadbed will be 30 feet in width, utilizing 2 -11 ft. driving lanes and 2 -4 ft. paved shoulders. The base design will consist of 3 inches of Class "B" A.C. over 3 inches of leveling course and 9½ inches of aggregate sub-base. This will be for new construction areas and the widened left shoulder. The existing pavement will be overlayed using 1 inch leveling course and 3 inches of Class "B" A.C.

The above typical data is the same as was used on the previously constructed Alpine-Nelson Rd. - Juniper Canyon Rd. Section.

Earthwork & Surfacing Materials

The earthwork on this project totals 33,772 C.Y. of excavation. This material will be sufficient to complete all required fills and widened areas. The majority of this material will come from the roadbed cut we are lowering between Station 215 and Sta 225. The shrink factor being used on the earthwork is calculated at 1.244. This is comparable to the factor established on the job next to this one.

It is recommended that surfacing aggregates, 33,800 ton, be obtained from a different source. On the Alpine-Nelson project, difficulties were encountered trying to use the roadbed cut and adjacent hillside for the paving aggregates. Laboratory reports for the Alpine-Nelson project have been included in the documentation for this location.

The Region Geology staff is currently investigating different sources of surfacing materials. They generally concur that the existing roadside material should not be used for the aggregates in the asphaltic concrete. They will submit thier findings at a later date.

Drainage

The major drainage problem is located between Station 231 and Station 245, where, during heavy rain and moisture, the highway is covered with mud and water. A grade revision is planned in this area which will raise the existing roadbed grade approximately 5 feet. This will also allow for a 48-inch pipe installation at Station 240. This installation will alleviate the rush of water at the 72-inch pipe at Station 231. The 72-inch pipe is not able to handle the runoff at peak periods of flooding.

Drainage(cont)

The landowner adjacent to the weterly side of the road, D. D. Coppock, is in agreement with the proposal and is agreeable to the construction of a four foot flat-bottom ditch within his fence line to channel excess water to its normal runoff ditch.

Several other pipes will be installed within the first part of the project. A road approach pipe is needed right of station 266+20 and and existing 48-inch pipe will be extended on the left side at Station 269. This will be a 14-ft extension.

Right-Of-Way

All right-of-way needed to complete this project was acquired under the Alpine-Nelson project and any work done outside of this right-of-way can and should be done under construction easements. This will especially pertain to the outlet ditch from Sta 231 to 240 on the right. The construction easement will also enable us to clean out and refine the existing ditch on the left side from 231-270.

Any additional problems with easements or right-of-way should involve the Morrow Co. Department of Public Works and the County Roadmaster since they were instrumental in acquiring privious parcels of land,

Utilities

There will definitely be conflict with the Pacific Northwest Bell underground cable which runs the length of the project on the westerly side of the highway. Areas of concern follow:

Sta 166 Culvert Installation (18")
Sta 187+50-192+00 Cut area
Sta 207+50-212+00 Cut area
Sta 217+00-230+00 Cut area
Sta 240+00 48-inch culvert installation
Sta 249+00-268+00 Roadside Ditch (right)

There are three (3) Umatilla Electric poles which may need adjusting. They are located right of Stations 210+50, 212+75, and 216+25.

Miscellaneous

Special Provisions of interest have been worked up and may be found in Pad No. 1.

It may be possible to eliminate the seeding and Mulching on this unit. We have included it in our bid items but in checking the Alpine-Nelson job we found that this was deleted after the contract was let.

Ed Neilsen
Asst. Resident Engineer
Hermiston.

to City-Co 4/29/81
Returned 5-1-81

Approved by Hwy Engr for PE only 11,700

RECEIVED
APR 30 1981
LOCATION
SECTION

Terpin
Herwith! You will note that we
have overhauled the estimate -
cc Ferguson w/estimate

JUNIPER CANYON - LEXINGTON | ECHO HWY. U
Co. Road B 04 | County MORROW | Proj. No. S25-1971
H 2.39 | Computations by | Date APRIL 19?

L&L=1981

387774 ITEM	UNIT	QUANTITY	UNIT COST	$ AMOUNT
Base MOBILIZATION	LUMP SUM	ALL	7% 9%	43,182 70,305.00
TEMP. PROTECTION & DIRECTION OF TRAFFIC	LUMP SUM	ALL	1.5% 2%	9,100 15,623.00
TEMPORARY SIGNS	SQ FT.	490	6.00	2,940.00
FLAGGING	HOUR	500 1056	23.50 24.50	11,750 25,872.00
REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	ALL	1800 1500.00	1,500.00
GENERAL EXCAVATION	CU. YD.	34,394	4.00 5.00	137,576 171,970.00
TRENCH EXCAVATION	CU. YD	70	15.00	1050.00
L.S. FINISH ROADBED & SLOPES	MILE	2.4	5,000 7500.00	18,000.00
WATERING	M.GAL	757	15.00	11,355.00
Pit run AGGR. SUBBASE	C.Y. TON	10 19902	4.00 10.00	47,385 199,020.00
AGGR. LEVELING COURSE (2"-0)	TON	5897	10.00	58,970.00
CLASS 'B' ASPH. CONC.	TON	8028	18.00	144,504.00
ASPHALT IN MIXTURE w/ Fept. Chance	TON	522	218.00	100,746 113,796.00
ASPHALT IN TACK COAT	TON	2	300.00	600.00
AGGR. IN PRIME COAT	CU. YD	202	12.00	2,424.00
ASPHALT IN PRIME COAT	TON	37	220.00	8,140.00
2-INCH CULV. PIPE (BIT. COATED)	LIN. FT.	32	18.00	576.00
18-INCH CULV. PIPE (BIT. COATED)	LIN. FT.	228	22.00	5016.00
18-INCH CULV. PIPE (BIT. COATED)	LIN. FT.	110	65.00	7150.00
12-INCH CULV. PIPE (BIT. COATED)	LIN. FT.	12	116.00	1,392.00
EXTRA FOR A.C. APPR.	EACH	5	200.00	1,000.00
DELINEATORS	EACH	64	20.00	1,280.00

PAGE TOTAL ..... $ 6 M. 136 862,483.00

Unit

Hwy Co. Rd. B564 County MORROW Prefix 525-1971

LGTH 2.39 Computations by Date April, 19

ITEM	UNIT	QUANTITY	UNIT COST	$ AMOUNT
Roadside Seed & Mulch	Acre	5.3	700.00	3,710.00
Type I Fence	Lin. Ft.	300	3.00	900.00
				603,746
	Bid Item Total			~~869,093.00~~
Add. Anticipated Items				
Striping				1,572.00
State Responsible for Damages				1,000.00
				608,318
	Sub-Total			~~869,665.00~~
20% ~~40%~~ Engr & Contingencies				121,665 ~~347,866.00~~ ~~173,933~~
	Total Cost			~~1,217,531.00~~ ~~1,043,598~~ 727,983

Note: Revised 1981 figures shown to Geo. Sanford 4/23/81, advised Don Briggs, DPW Morrow Co by phone on April 3, 1981

Road Issue May 12, 1981

Judge McElligott in Alaska - will return May 6

PAGE TOTAL ..... $

FIRST VICE PRES. ENNIS L. FULLER — BAKER COUNTY
SECOND VICE PRES. ALE WHITE — HARNEY COUNTY
TREASURER • GLADYS McCOY — MULTNOMAH COUNTY

LOCAL GOVERNMENT CENTER
1201 COURT STREET N.E.

P.O. BOX 12729
SALEM, OREGON 97309
(503) 585-8351

ASSOCIATION OF OREGON COUNTIES

P. JERRY ORRICK, EXECUTIVE DIRECTOR

9434

March 25, 1981

Judge Donald C. McElligott
Morrow County Court
County Courthouse
Heppner, OR 97836

Dear Don:

This will confirm our telephone conversation of last week concerning Federal Aid Secondary funds for the Bombing Range Road.

The current FAS-C agreement between the Oregon Department of Transportation and the AOC authorize a county to apply for an advancement of five years in funds without special approval of the AOC Board of Directors. This means that Morrow County can apply for $355,000 in federal funds which will total over $400,000 with the state and county matching funds.

I hope this will be of assistance to you. Contact Roger Lang for assistance in making the application. If you have any questions, please call me.

Sincerely,

/s/ Bill

Bill Penhollow
Senior Executive Assistant

lg

9434

January 21, 1981

Board of County Commissioners
Morrow County
Courthouse
Heppner, OR 97836

AGR 4

Attention: Barbara Bloodsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7414

Gentlemen:

Attached for your records is a fully executed copy of an agreement to develop plans, specifications and estimates for the future construction of the Juniper Canyon-Lexington/Echo Highway Section of Bomber Range Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agreement attached)

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: October 14, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: P.E. Project
Juniper Canyon Rd.-Lexington/Echo Hwy. Section
Bomber Range Road
FAS-B564
Morrow County

Morrow County is requesting a P.E. project on the Juniper Canyon Road-Lexington/Echo Highway Section, on Bomber Range Road, FAS B564. The roadway is to have 2-11' travel lanes and 4' paved shoulders. No bicycle paths. R/W will be required. Engineering by State.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	County Funds
Morrow County	Juniper Canyon-Lexington/ Echo Hwy. Section-Bomber Range Road FAS B564 2.58 miles	$11,700	$10,300	$700	$700

The region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

State Highway Engineer

Date 10/14/80

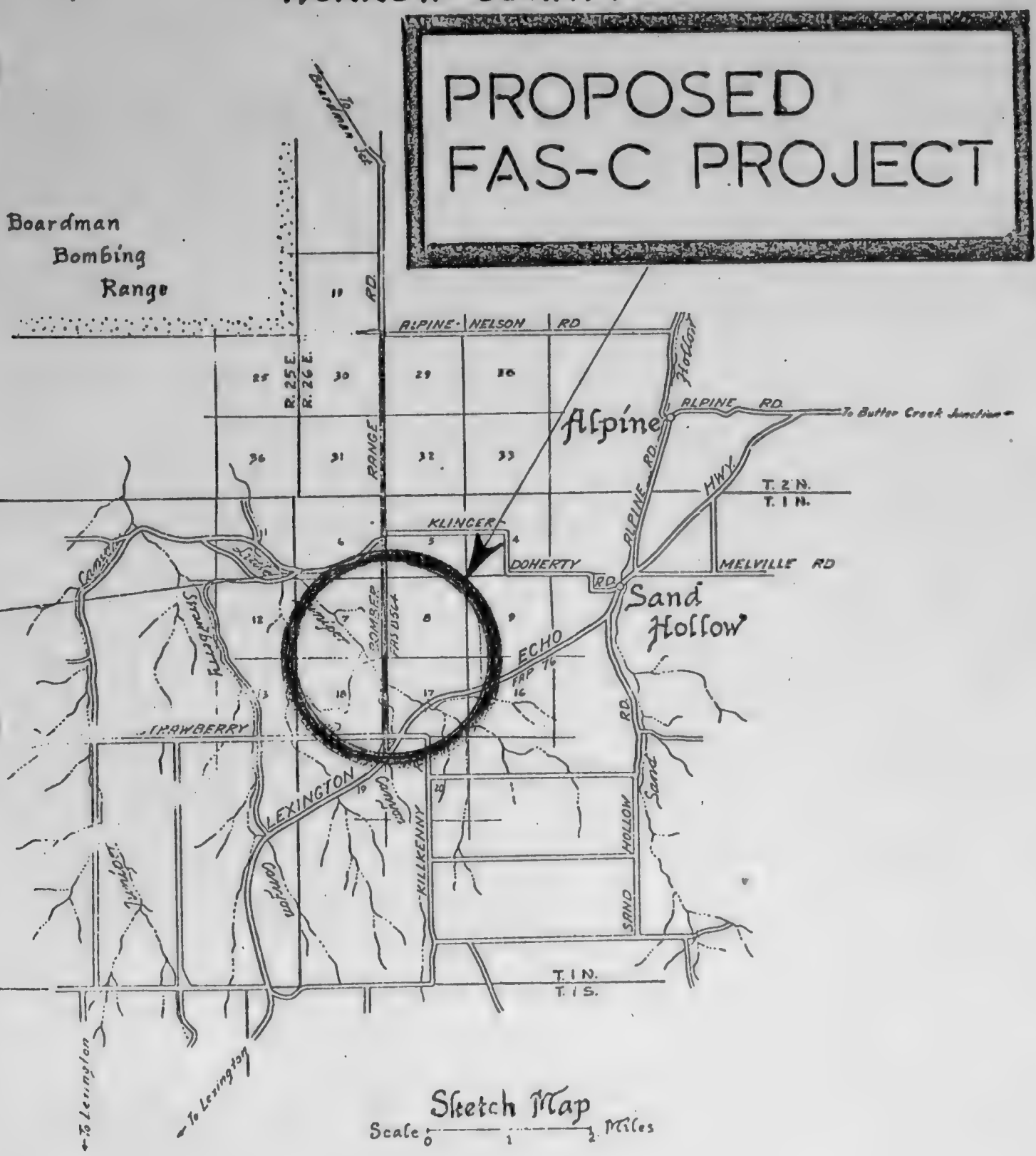
HR:pf
Attachment

10-14-80 orig. to Thurman for matching

Contains Recycled Materials
81-125-1387

FAS B564 (BOMBER RANGE RD)

MORROW COUNTY



Sketch Map

Scale 0 — 1 — 2 Miles

9434

January 19, 1981

Honorable Donald C. McElligott
Morrow County Judge
Courthouse
Heppner, OR 97836

Dear Judge McElligott:

Juniper Canyon Road-Lexington/Echo Highway Section
Bombing Range Road, FAS-B564
Morrow County

We have reviewed and considered your request of January 9 for the release of State FAS Funds to construct the Bombing Range Road, an FAS-C Project.

The Federal Highway Administration has established an obligational limitation on projects funded from the Federal Highway Trust Fund. We intend to match all Federal Highway funds apportioned to Oregon to the full extent of our obligational authority. Since there are no extra or unobligated funds available, I cannot grant your request for a transfer of State FAS Funds to Morrow County.

It may be entirely possible within the next few years that a shortage of State Highway dollars would not allow us to match all Federal highway monies. In that event we would consult with the Association of Oregon Counties and revise our working agreement to establish procedures for transferring State FAS Funds into the FAS-C program.

As to the Rocky Butte jail relocation, we felt that our arrangement with Portland and Multnomah County was a viable alternative and was within the State's financial capabilities at that time. The jail relocation is a necessary part of our completion of Interstate Route I-205. However, we could not make the same consessions now because of our current limited finances.

I understand your situation and wish that we were in a better position to assist in the solution to your problem.

Sincerely,

H. S. Coulter
State Highway Engineer

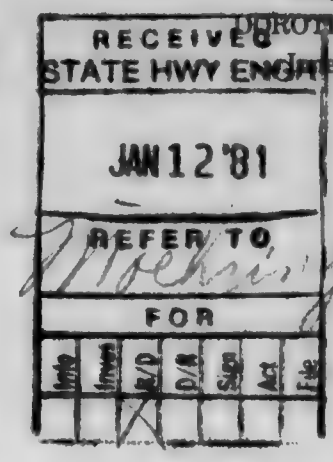
RHP:pf 1b
bc D. H. Moehring
W. E. Schwartz, Region 5
Bill Penhollow, AOC

Morrow County Court

Morrow County Courthouse
Heppner, Oregon 97836
(503) 676-9233

DONALD C. McELLIGOTT, County Judge
Ione, Oregon
WARREN H. McCOY, Commissioner
Irrigon, Oregon
DOROTHY KREBS, Commissioner
Ione, Oregon

January 9, 1981



Mr. H. S. Coulter
State Highway Engineer
Transportation Building
Salem, Or 97310

Dear Mr. Coulter:

We received your letter of December 19, 1980 explaining the problems involved in State Highway Funding and that you have no funds to advance for the construction of the last section of the Bombing Range Road.

We are very aware of the declining revenue, increased cost pinch that you are currently suffering and that you are not operating a "loan fund". It is not our intent to get in your pockets to build our road but we're hoping that there would be some way to advance additional F.A.S. funds beyond those allowed by the Association of Oregon Counties.

If we understand the situation correctly, you face an $8 million dollar shortfall next biennium and if such is the case, you may have to divert match money for Federal Aid projects to fund high priority projects and perhaps even maintenance of the present system. Also F.A.S. funds may be spent on any secondary in the state.

If these assumptions are true, we would like you to consider this proposal. Presently we have $100,000 in our budget allocated for completion of the final 2 6/10 miles of the Bombing Range Road. We would furnish all of the match money (12%) of the approximately $793,500 in the recon estimate. This would mean Federal funds, $698,280; County funds $95,220; State, none.

Thus the problem becomes:

Total F.A.S. money needed	$698,280
Less Advance of F.A.S.-C funds ... maximum of six years by AOC	450,000
Balance of F.A.S. needed	$248,280

As I attempted to explain in my letter of November 3, 1980, Morrow County is prepared to repay the Highway Division the balance at $100,000 a year less the 6% match money ($47,610). That is we could pay off during the next two years at no cash outlay for the state.

We know that you realize our need for this road and that it should be completed to standard as soon as possible.

The Court feels that there should be some legal way to adjust funding or the Division could not have made the deal with Portland and Multnomah County on the Rocky Butte jail relocation.

If this proposal is unacceptable, we are faced with the alternative of bonding for the funds and looking to you for the match. This will certainly cost us more and will probably take funds that you can well use elsewhere. Please give this your earliest consideration. If you wish, I would be happy to come down and discuss this further.

Our Court will be lobbying for some method of increasing your revenues. Heres hoping that brings you some small cheer this New Year.

Yours sincerely,

Donald C. McElligott
Judge, Morrow County

DCM:jl

9434

1-14-81

Honorable Donald C. McElligott
Morrow County Judge
Courthouse
Heppner, Oregon

Juniper Canyon Road - Lexington / Echo Hwy. Secto
Bombing Range Road, FAS-B564
Morrow County

Dear Judge McElligott

We have reviewed and considered your request of January 9 for the release of State FAS Funds to construct the Bombing Range Road, on FAS-C Project.

The Federal Highway Administration has established an obligational limitation on projects funded from the Federal Highway Trust Fund. We intend to match all Federal Highway funds apportioned to Oregon to the full extent of our obligational authority. Since there are no extra or unobligated funds available, I cannot grant your request for a transfer of State FAS funds to Morrow County.

It may be entirely possible within

Heppner, Oregon

Juniper Canyon Road - Lexington / Echo Hwy. Secto
Bombing Range Road, FAS-B564
Morrow County

Dear Judge McElligott

We have reviewed and considered your request of January 9 for the release of State FAS Funds to construct the Bombing Range Road, on FAS-C Project.

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It may be entirely possible within the next few years that a shortage of State highway dollars would not allow us to match all Federal highway monies. In that event we would consult with the Association of Oregon Counties

revise our working agreement to establish procedures for transferring state FAS funds into the FAS-C program.

As to the Rocky Butte jail relocation, we felt at the time that our arrangement with Portland and Multnomah County was a viable alternative and was within the state's financial capabilities at that time. However such is not the case in your situation because of our current limited finances.

I understand your situation and wish that we were in a better position to assist in the solution to your problem.

Sincerely,

H.S. Coulter
State Highway Engineer

TH

cc D.H. Moehring
W.F. Schwartz, Reg. 5
Bill Wilkerson, HQ

74314

SUGGESTED [illegible] FOR MR. COULTER'S CONSIDERA[illegible]
1/13/81

Honorable Donald C. McElligott
Judge, Morrow County
Morrow County Courthouse
Heppner, Oregon 97836

SUBJECT: Juniper Canyon Road-Lexington/Echo Hwy. Section
Bombing Range Road, FAS-B564
Morrow County

Dear Judge McElligott:

We have reviewed and considered your request of January 9 for the release of State FAS funds to construct the Bombing Range Road, an FAS-C project. I must decline your proposal.

We currently intend to match all federal highway funds made eligible for obligation including Interstate, FAS, FAS-C, Urban etc. We are allowed to obligate only 80% of our total yearly federal appropriation and for all our obligational authority will be used. At this time I can see no extra or unobligated funds, either state or federal, that would be available.

I understand your situation and wish that we were in a better financial position to assist in the solution to your problem.

Very truly yours,

H. S. Coulter
State Highway Engineer

RHP:pf
cc: D. H. Moehring
W. E. Schwartz

Bert — This letter misses the mark — we can only obligate so much money as it is available - FAS - Interstate - Urban etc and our total authority is used up with this letter. Dick

SUGGESTED DRAFT FOR MR. COULTER'S CONSIDERATION
1/13/81

Honorable Donald C. McElligott
Judge, Morrow County
Morrow County Courthouse
Heppner, Oregon 97836

SUBJECT: Juniper Canyon Road-Lexington/Echo Hwy. Section
Bombing Range Road, FAS-B564
Morrow County

Dear Judge McElligott:

We have reviewed and considered your request of January 9 for the release of State FAS funds to construct the Bombing Range Road, an FAS-C project. I must decline your proposal.

In spite of our rather strained financial outlook, we currently intend to match all Federal funds eligible for obligation including the State's allocation of FAS monies. We are particularly interested in advancing the State's FAS program because improvement of the secondary system is vital to the economy of Oregon's rural areas and should remain high in priority for improvement.

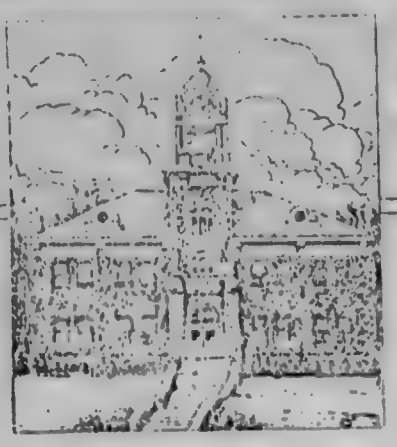
I understand your situation and wish that we were in a better financial position to assist in the solution to your problem.

Very truly yours,

H. S. Coulter
State Highway Engineer

RHP:pf
cc: D. H. Moehring
W. E. Schwartz

Ron — This letter misses the point — we can only obligate so much money whether its state - FAS FAS-C - U-bas etc and all the obligational authority is used up Pls work this into draft

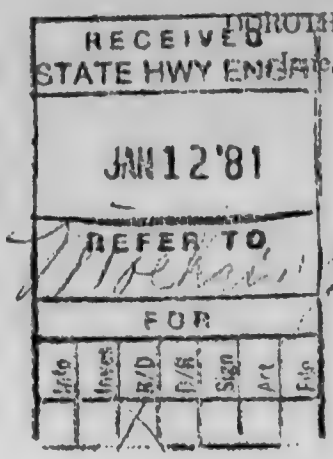


Morrow County Court

Morrow County Courthouse
Heppner, Oregon 97836
(503) 676-9233

DONALD C. McELLIGOTT, County Judge
Ione, Oregon
WARREN H. McCOY, Commissioner
Irrigon, Oregon
DOROTHY KREBS, Commissioner
Ione, Oregon

January 9, 1981



Mr. H. S. Coulter
State Highway Engineer
Transportation Building
Salem, Or 97310

Dear Mr. Coulter:

We received your letter of December 19, 1980 explaining the problems involved in State Highway Funding and that you have no funds to advance for the construction of the last section of the Bombing Range Road.

We are very aware of the declining revenue, increased cost pinch that you are currently suffering and that you are not operating a "loan fund". It is not our intent to get in your pockets to build our road but we're hoping that there would be some way to advance additional F.A.S. funds beyond those allowed by the Association of Oregon Counties.

If we understand the situation correctly, you face an $8 million dollar shortfall next biennium and if such is the case, you may have to divert match money for Federal Aid projects to fund high priority projects and perhaps even maintenance of the present system. Also F.A.S. funds may be spent on any secondary in the state.

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The Court feels that there should be some legal way to adjust funding or the Division could not have made the deal with Portland and Multnomah County on the Rocky Butte jail relocation.

If this proposal is unacceptable, we are faced with the alternative of bonding for the funds and looking to you for the match. This will certainly cost us more and will probably take funds that you can well use elsewhere. Please give this your earliest consideration. If you wish, I would be happy to come down and discuss this further.

Our Court will be lobbying for some method of increasing your revenues. Heres hoping that brings you some small cheer this New Year.

Yours sincerely,

Donald C. McElligott

Donald C. McElligott
Judge, Morrow County

DCM:jl

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

In Reply Refer to
File No. CON 21

December 19, 1980

FASC

The Honorable Donald C. McElligott
Morrow County Judge
Morrow County Courthouse
Heppner, OR 97836

Dear Judge McElligott:

I am certainly sympathetic to the request in your letter of November 3, 1980, for help in funding a project on Bomber Range Road.

We, too, are experiencing difficulties in funding projects. Gas tax revenues have been falling off, and I am now expecting a shortfall of $8 million during the next biennium.

The bottom line is, we don't have the funds to advance to you and, additionally, I find that we cannot loan money without specific authorizing legislation.

Best wishes for a Happy Holiday Season.

Sincerely,

H. S. Coulter
State Highway Engineer

LWR:sr

bc: W. E. Schwartz
Dick Long
Don Harwell

Form 734-3122

Bp
Don H

Echo Hwy

Morrow County Court

FAS B564

Morrow County Courthouse
Heppner, Oregon 97836
(503) 676-9233

DONALD C. McELLIGOTT, County Judge
Ione, Oregon
WARREN H. McCOY, Commissioner
Irrigon, Oregon
DOROTHY KREBS, Commissioner
Ione, Oregon

November 3, 1980

RE ☒ RCE ☒ RME ☒ ROE ☐
RFA ☒ NOV 05 1980 ☐

RECEIVED
REGION 5 OFFICE

Mr. H. S. Coulter
State Highway Engineer
Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

In 1976 Morrow County and the State entered into an agreement to widen, grade, base and pave Bomber Range Road from Alpine/Nelson Road to the Lexington/Echo Highway under the FAS-C program. Because of rapidly escalating construction costs, limited FAS-C funds and limited resources of the County, it was necessary to downscope the project by about one half; Alpine/Nelson Road-Strawberry Road Section which provided a widened paved section to just south of Juniper Canyon Road with a temporary grade through a cut section from Station 217+ to 232+ near the south end of the original project. This downscoped project was contracted in August of 1977 and completed in 1978.

During the last budgeting process, our Roads Advisory Committee placed a high priority for completion of the Bomber Range Road from Juniper Canyon Road to the Lexington/Echo Highway. In an effort to look at the problem realistically, we obtained a reconnaissance estimate from Roger Lang, Region 5 Federal Aid Engineer, and promptly choked, which shows an estimated cost of $793,461.

The County Court, Budget Committee and Roads Advisory Committee approached the task of finding funds to construct the remaining portion with the following results:

Advancement of 6 years FAS-C Funds (maximum allowed by A.O.C. priority)	$450,000
Funds in 80-81 Road Budget	100,000
Balance Remaining	$350,000

As you can see, we are considerably short of dollars to fund the project. Our first impulse was to try to do some of the project with our forces. However, after looking at the cross-sections, it appears there is little we can do without making a mess out of the whole job. Also, we are very limited equipment-wise and would have to obtain earth moving equipment in order to come close to any resemblance of a paying operation.

From an overall view, it seems the remaining work is very critical on timing. The excavation, widening, grading, basing and paving must be closely coordinated in order to avoid costly delays and/or extend the period of inconvenience to the motoring public. In order to identify all potential problems, we have requested a Preliminary Engineering project to be done by the State utilizing FAS-C funds. This route is the major link with the north end of the County and is becoming more important because of the high cost of fuel and we can't afford to have it messed up with "more than one cook in the kitchen".

The County Court is requesting any assistance the Highway Division may be able to offer in financing this remaining section of road as there is no practical way the County can perform any of the work and no economical way to downscope the project. We have discussed this proposal with our Budget Committee and are prepared to repay the advancement of funds at the rate of $100,000 per year until repaid.

If necessary, I am prepared to come to your office to further discuss this matter.

Sincerely,

Donald C. McElligott
Morrow County Judge

cc: Roger Lang
Local Govt.

FAS-C FUND STATUS FY '54 - FY '81 1-1-81

	COUNTY	FEDERAL FUNDS TOTAL ALLOTMENT	FEDERAL FUNDS COMMITTED	FEDERAL FUNDS UNCOMMITTED BALANCE	TOTAL FUND BALANCE	FED. FUND YEARLY ALLOT.	YEARS ±	PRIORITY	PRIORITY	COUNTY
1	BAKER	1,243,288	1,105,287	138,001	157,000	76,000	1.8	6	1	Wheeler
2	BENTON	1,628,490	1,520,574	107,916	123,000	112,000	1.0	10	2	Mult.
3	CLACKAMAS	4,998,099	4,801,816	196,283	223,000	307,000	0.6	13	3	Lincoln
4	CLATSOP	1,527,573	1,488,949	38,624	44,000	105,000	0.4	15	4	Harney
5	COLUMBIA	1,818,599	1,817,628	971	1,000	127,000	0.0	18	5	Klamath
6	COOS	2,571,741	2,442,451	129,290	147,000	173,000	0.7	12	6	Baker
7	CROOK	1,270,257	1,245,064	25,193	29,000	85,000	0.3	16	7	Grant
8	CURRY	1,215,799	1,263,401	-47,602	-54,000	86,000	-0.6	24	8	Polk
9	DESCHUTES	1,621,399	1,811,296	-189,897	-216,000	117,000	-1.6	34	9	Doug.
10	DOUGLAS	3,736,022	3,376,541	359,481	409,000	269,000	1.3	9	10	Benton
11	GILLIAM	878,138	875,821	2,317	3,000	53,000	0.0	17	11	Wasco
12	GRANT	1,119,745	989,063	130,682	149,000	72,000	1.8	7	12	Coos
13	HARNEY	1,289,666	1,053,667	235,999	268,000	83,000	2.8	4	13	Clack.
14	HOOD RIVER	1,293,032	1,432,428	-139,396	-158,000	86,000	-1.6	33	14	Sherman
15	JACKSON	3,242,048	3,257,010	-14,962	-17,000	253,000	-0.1	19	15	Clatsop
16	JEFFERSON	1,176,727	1,260,876	-84,149	-96,000	80,000	-1.1	31	16	Crook
17	JOSEPHINE	1,797,638	2,056,613	-258,975	-294,000	131,000	-2.0	36	17	Gilliam
18	KLAMATH	2,146,686	1,859,141	287,545	327,000	121,000	2.4	5	18	Columb.
19	LAKE	1,244,388	1,280,201	-35,813	-41,000	71,000	-0.5	22	19	Jackson
20	LANE	5,163,328	5,339,163	-175,835	-200,000	316,000	-0.6	25	20	Yamhill
21	LINCOLN	1,726,800	1,392,663	334,137	380,000	117,000	2.9	3	21	Morrow
22	LINN	3,192,906	3,494,413	-301,507	-343,000	231,000	-1.3	32	22	Lake
23	MALHEUR	2,455,409	2,737,067	-281,658	-320,000	162,000	-1.8	35	23	Wallowa
24	MARION	4,297,535	4,488,309	-190,774	-217,000	271,000	-0.7	28	24	Curry
25	MORROW	1,204,037	1,224,139	-20,102	-23,000	75,000	-0.3	21	25	Lane
26	MULTNOMAH	5,148,028	4,821,636	326,392	371,000	104,000	3.1	2	26	Union
27	POLK	1,756,792	1,581,837	174,955	199,000	108,000	1.7	8	27	Till.
28	SHERMAN	831,598	807,996	23,602	27,000	53,000	0.4	14	28	Marion
29	TILLAMOOK	1,604,365	1,679,640	-75,275	-86,000	107,000	-0.7	27	29	Wash.
30	UMATILLA	2,861,873	3,080,754	-218,881	-249,000	194,000	-1.1	30	30	Umatilla
31	UNION	1,264,238	1,321,760	-57,522	-65,000	84,000	-0.7	26	31	Jeff.
32	WALLOWA	1,146,625	1,183,503	-36,878	-42,000	72,000	-0.5	23	32	Linn
33	WASCO	1,300,507	1,220,771	79,736	91,000	86,000	0.9	11	33	H. River
34	WASHINGTON	4,050,550	4,247,663	-197,113	-224,000	206,000	-1.0	29	34	Desch.
35	WHEELER	775,760	577,037	198,723	226,000	47,000	4.2	1	35	Malheur
36	YAMHILL	2,081,056	2,099,959	-18,903	-22,000	136,000	-0.1	20	36	Joseph.
	BALANCE	76,680,742	76,236,137	444,605						
	UNOBLIGATED BALANCE		6,278,000	1-1-81						

± 23,000 INCL. FY'81 ‡ 30,000 / YR AFTER FY'81

9434 Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

IE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project RS-B564(2)
Project Category Request
Juniper Canyon Rd.-Lexington/Echo Hwy.
FAS-B564, County Road, Morrow County

Date: January 9, 1981

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your December 22, 1980, letter has been reviewed.

NOTED
E. S. HUNTER

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion, according to the new Council on Environmental Quality guidelines.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer

G. L. Green

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Reg V, Env)

RECEIVED
TECHNICAL SERVICES
JAN 13'81
REFER TO
FO:
Info | Inves | R/D | D/R

94434 1-6-81

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: -B564(2)

STATE PROJECT NO.: See below

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 10096

COUNTY NAME: Morrow

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 1/6/81

FEDERAL ROUTE NUMBER: Secondary B564

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

Juniper Canyon - Lexington/Echo Highway

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION incliding utility preparatory work
TEC $14,000 F.F. $12,340

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 12/18/80.

RECEIVED
STATE HWY ENGR.
JAN 13 '81
REFER TO
FOR
Info | Inves | R/D | D&R | Sign | Act | File

1-13

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/6/81	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631 488

7434

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

RS-B564(2)

A. Project Identification:

Date December 22, 1980

Section Juniper Canyon Rd.-Lexington/Echo Hwy.
City _____ Hwy. No. B-564
Highway FAS-B564, County Road
Begin M.P. _____ Length 2.54
County Morrow
Program Estimate _____
Region 5
Funding Source FAS-C

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project would upgrade the physical structure of the existing roadbed and surface. The grading and repaving will provide a smoother and more structurally sound road for the transportation of agricultural products and would reduce maintenance costs.

C. Recommended Project Category and Documentation:

Project Category	Documentation
1	Draft and Final EIS
2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

- ☐ Wetlands Finding
- ☐ Cultural Resource Survey
- ☐ Section 106 Procedures
- ☐ Noise Study Report
- ☐ Indirect Source Construction Permit
- ☐ Section 4(f) Determination

Basis for Recommended Category:

The proposed project is limited in scope--the reconstruction of an existing road. Minimal right-of-way requirements have already been acquired under a previous project, and anticipated construction easements will be obtained by donation. No adverse impacts on the human and physical environment. Recommended type of action: Category 3.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	No	Yes, Gravel
Average Daily Traffic (Volume/Year)	170	170
Alignment (New, Combined, Existing)	--	Existing
Speeds (Posted/Estimated)	55 mph	55 mph

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	Minimal
Estimated Number of Parcels	
Residential Relocation (No.)	None
Business Relocation (No.)	None

All right-of-way with the possible exception of two construction easements, was obtained by the County under the Alpine/Nelson Rd.-Juniper Canyon Rd. Section. Right-of-way and/or construction easements obtained by donation.

2. Estimated Impact on Land Use:

None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Safety would be improved--the new road would not be broken or rutted.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

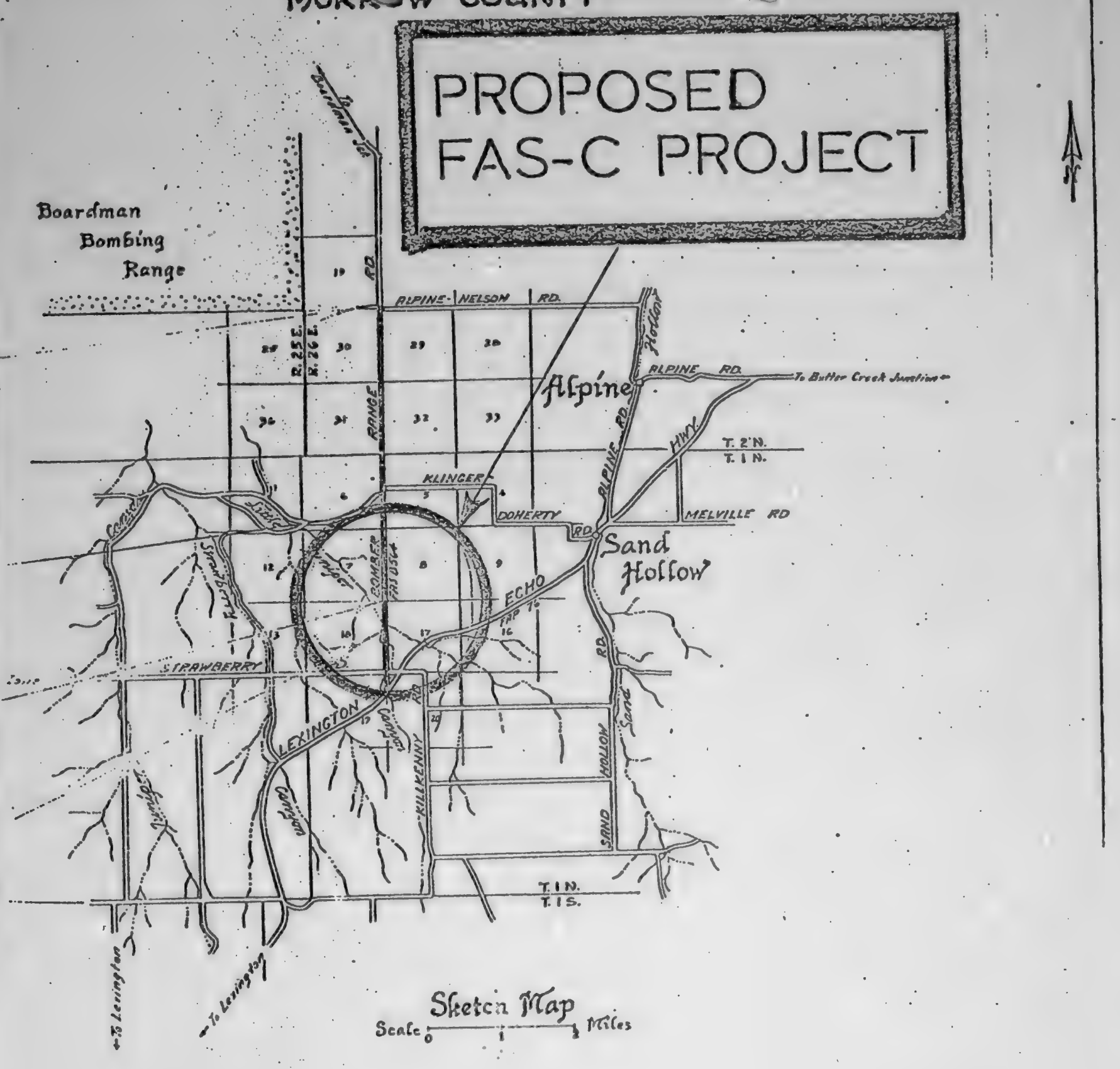
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None

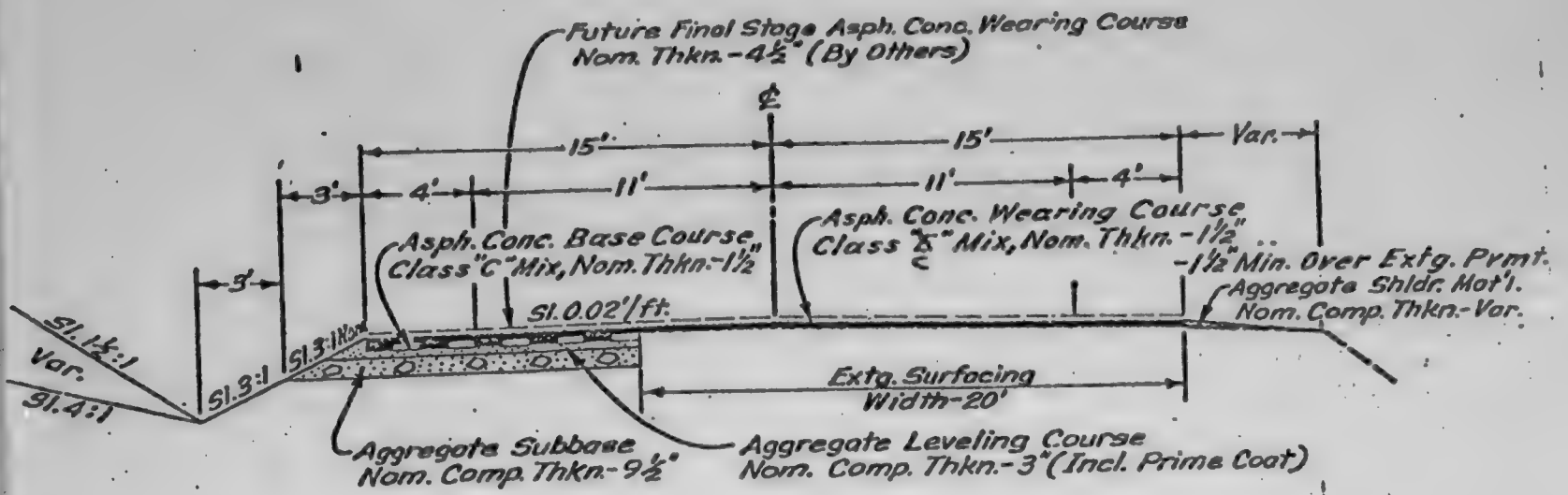
Name of Preparer and Phone Number: John Preston (963-3177)

FAS B564 (BOMBER RANGE RD.)

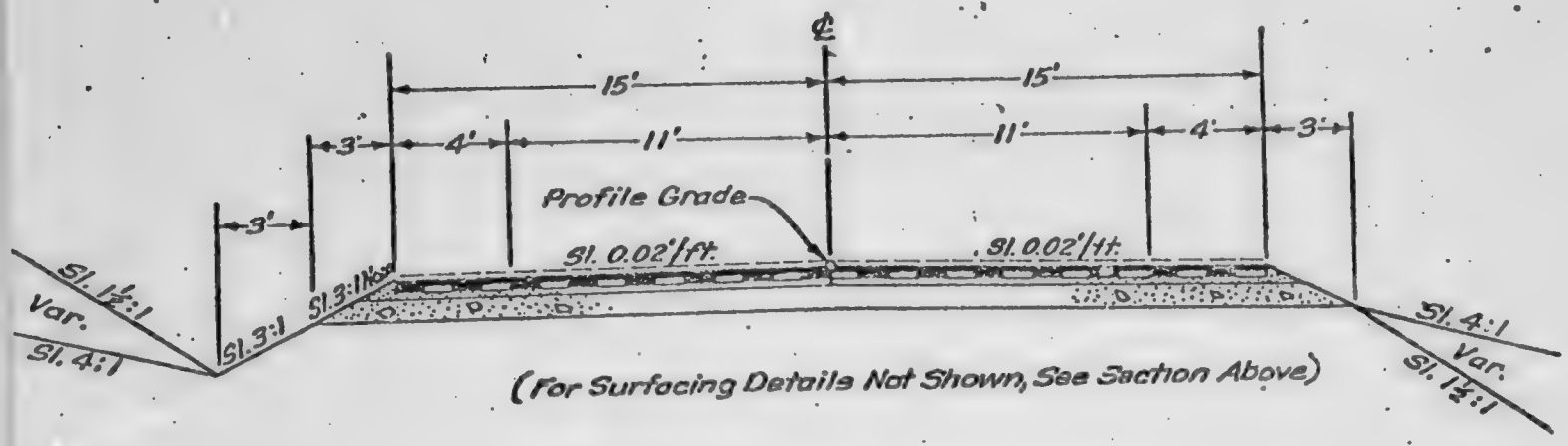
MORROW COUNTY



TYPICAL SECTION



VARIOUS LOCATIONS



(For Surfacing Details Not Shown, See Section Above)

VARIOUS LOCATIONS

9434

December 19, 1980 CON 21

The Honorable Donald C. McElligott
Morrow County Judge
Morrow County Courthouse
Heppner, OR 97836

Dear Judge McElligott:

I am certainly sympathetic to the request in your letter of November 3, 1980, for help in funding a project on Bomber Range Road.

We, too, are experiencing difficulties in funding projects. Gas tax revenues have been falling off, and I am now expecting a shortfall of $8 million during the next biennium.

The bottom line is, we don't have the funds to advance to you and, additionally, I find that we cannot loan money without specific authorizing legislation.

Best wishes for a Happy Holiday Season.

Sincerely,

H. S. Coulter
State Highway Engineer

LWR:sr

bc: W. E. Schwartz
Dick Long
Don Harwell

Morrow County Court

CON 21

Morrow County Courthouse
Heppner, Oregon 97836
(503) 676-9233

DONALD C. McELLIGOTT, County Judge
Ione, Oregon
WARREN H. McCOY, Commissioner
Irrigon, Oregon
DOROTHY KREBS, Commissioner
Ione, Oregon

November 3, 1980

RECEIVED
STATE HWY ENGR
NOV 5 - '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Mr. H. S. Coulter
State Highway Engineer
Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter: # 8586

In 1976 Morrow County and the State entered into an agreement to widen, grade, base and pave Bomber Range Road from Alpine/Nelson Road to the Lexington/Echo Highway under the FAS-C program. Because of rapidly escalating construction costs, limited FAS-C funds and limited resources of the County, it was necessary to downscope the project by about one half; Alpine/Nelson Road-Strawberry Road Section which provided a widened paved section to just south of Juniper Canyon Road with a temporary grade through a cut section from Station 217± to 232± near the south end of the original project. This downscoped project was contracted in August of 1977 and completed in 1978.

During the last budgeting process, our Roads Advisory Committee placed a high priority for completion of the Bomber Range Road from Juniper Canyon Road to the Lexington/Echo Highway. In an effort to look at the problem realistically, we obtained a reconnaissance estimate from Roger Lang, Region 5 Federal Aid Engineer, and promptly choked, which shows an estimated cost of $793,461.

The County Court, Budget Committee and Roads Advisory Committee approached the task of finding funds to construct the remaining portion with the following results:

Advancement of 6 years FAS-C Funds (maximum allowed by A.O.C. priority)	$450,000
Funds in 80-81 Road Budget	100,000
Balance Remaining	$350,000

As you can see, we are considerably short of dollars to fund the project. Our first impulse was to try to do some of the project with our forces. However, after looking at the cross-sections, it appears there is little we can do without making a mess out of the whole job. Also, we are very limited equipment-wise and would have to obtain earth moving equipment in order to come close to any resemblance of a paying operation.

From an overall view, it seems the remaining work is very critical on timing. The excavation, widening, grading, basing and paving must be closely coordinated in order to avoid costly delays and/or extend the period of inconvenience to the motoring public. In order to identify all potential problems, we have requested a Preliminary Engineering project to be done by the State utilizing FAS-C funds. This route is the major link with the north end of the County and is becoming more important because of the high cost of fuel and we can't afford to have it messed up with "more than one cook in the kitchen".

The County Court is requesting any assistance the Highway Division may be able to offer in financing this remaining section of road as there is no practical way the County can perform any of the work and no economical way to downscope the project. We have discussed this proposal with our Budget Committee and are prepared to repay the advancement of funds at the rate of $100,000 per year until repaid.

If necessary, I am prepared to come to your office to further discuss this matter.

Sincerely,

Donald C. McElligott

Donald C. McElligott
Morrow County Judge

cc: Roger Lang

TO: G.L. Green 9434
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

12-12-80

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO [illegible]TION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. 5	ROUTE NO. STATE
Co. Rd., Approx. 10 mi. N.E. of Lexington "Juniper Canyon-Lexington/Echo Hwy. Sec."	075	10096	RS-B564(2)	B564	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

Morrow - 049

A-95 Review:

State Cl. No. ..... Exempt___ Date Approved 9-9-76 (PNRS 7608-2-630)

Dist. 12 Cl. No. ..... Exempt___ Date Approved_____ No Reply X

Project Environmental Assessment: FHWA Concurrence Dated 7-16-76 on Proj. RS-B564(1)

Major/Significant___(EIS) Major/Non-significant___(Neg.) Non-major X (None)
1-EIS___ 2-Draft Assessment & FONSI___ 3-Categorical Exclusion___

Notes: (1) Project in Congressional District 2.

(2) To complete preliminary engineering work for the portion not contracted under Project RS-B564(1).

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___All Phases thru Final Envir. Document
___Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 14,000.00
FF	$ 12,340.00
STATE	$ 830.00
Co.	$ 830.00

For PR-37:

Field Phase	$ ---
PS&E Phase	$ ---
PRO RATA	88.15%

REMARKS:

1) Attached is a copy of Authority for Survey & sketch map.

CL:bke

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
12-18-80	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

9434 12-16-80 FAS B564

LOCATION PROSPECTU

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Juniper Canyon Rd - Lexington/Echo Hwy

HIGHWAY NAME: Bomber Range Road

HIGHWAY NUMBER: FAS B564

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
5	12	Morrow	N/A

LENGTH	MILEPOST NUMBER		
2.48 mi		TO	[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: Morrow County

TYPE OF FUNDS: [ ] FAI [ ] FAP [X] FAS [ ] STATE [ ] FAUS [ ] OTHER

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [X] GRADING [X] PAVING [ ] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

From station 145+00, just south of Juniper Canyon Road, to station 277+08 at Lexington/Echo Hwy., a distance of 2.48 miles. Complete field survey, Prepare plans and estimate of cost for Widening and overlay of Bomber Range Road.

1 Versteeg /
Anderson
2 Christen DOL
3 Olson
Sullivan
Terpin
Trout
4 Wakeling

RECEIVED
DEC 24 1980
ROAD DESIGN SECTION

Do Not File [ ]
Return To
Bring Up
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1979 - 170	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
55	AASHTO	[ ] LIGHT [X] MEDIUM [ ] HEAVY

APPROVED
Location Engineer
Date 12/16/80

I - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 10'	2 - 11'
SHOULDERS	Variable 0 - 2'	2 - 4'
MEDIANS	NONE	NONE
PARKING LANES	NONE	NONE
SIDEWALKS	NONE	NONE
BIKEWAYS	NONE	Shldr. Bikeway
INTERCHANGES	NONE	NONE
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAY
Agreements (City-County Etc.)	X			Hydraulics Study		X	
* Environmental Assessment ~~Previously covered~~	X			Soils Investigation	X		
Statewide Assessment		X		Airport Clearance		X	
Negative Declaration		X		Economic Analysis		X	
Environmental Impact Statement		X		Requires Field Survey	X		
4-F Statement		X		Old Survey Available	X		
Citizen Advisory Committee		X		Requires Vicinity Map		X	
Public Hearing _____		X		Requires Photogrammetry		X	
Borrow Source		X		Requires Reconnaissance Survey		X	
Material Source		X		Reconnaissance Available		X	
Utilities	X			Design Review /with County	X		

Type _____

~~* Project Assessment for Alpine/Nelson Rd - Bering to Echo Hwy. Should still be valid.~~

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		X	
RIGHT-OF-WAY Constr. Easem'ts	X		
CONSTRUCTION ENGINEERING		X	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT		N/A
CORRIDOR APPROVAL		N/A
FIELD SURVEY	2	
PRELIMINARY DESIGN	~~2~~	N/A
DESIGN APPROVAL/FINAL EIS		N/A
RIGHT-OF-WAY DESCRIPTIONS		1
RIGHT-OF-WAY ~~ACQUISITION~~ Const. Easements		8
P.S. & E. DOCUMENTS		3

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Request base design developed for Alpine/Nelson Road – Juniper Canyon Road Section be used. Combination of overlay - widening and new work.		
Note: County will have to perform some work in order to make this project fly. Need to know dollarites involved before decision by the County can be made.		

7 - TYPICAL SECTION AND LOCATION

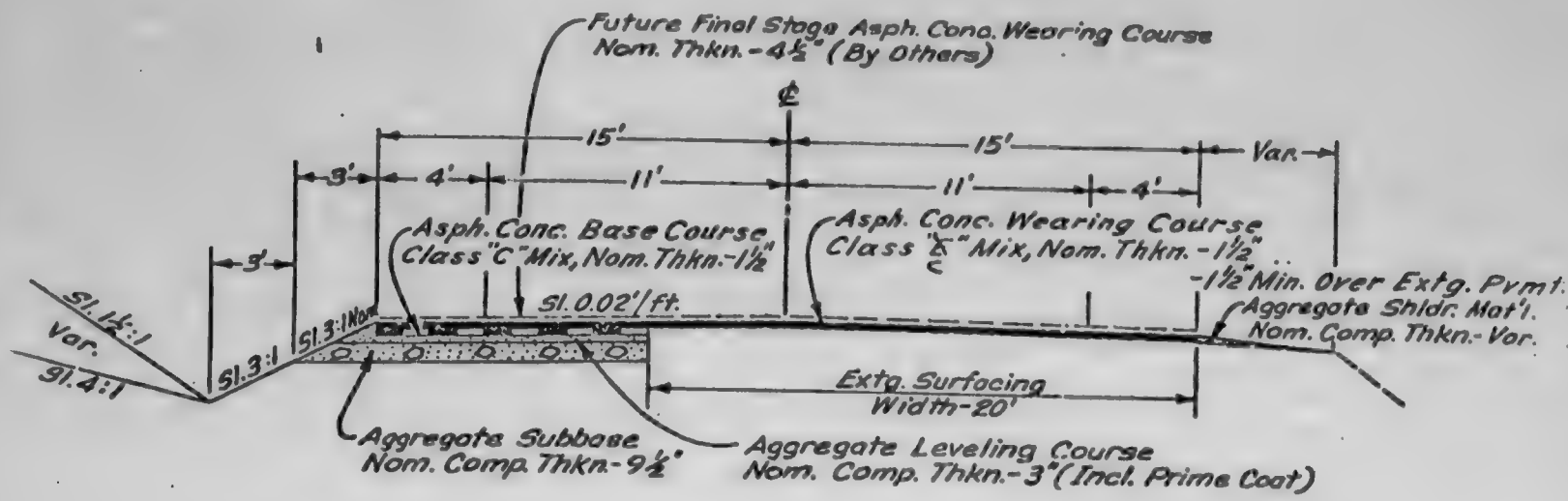
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

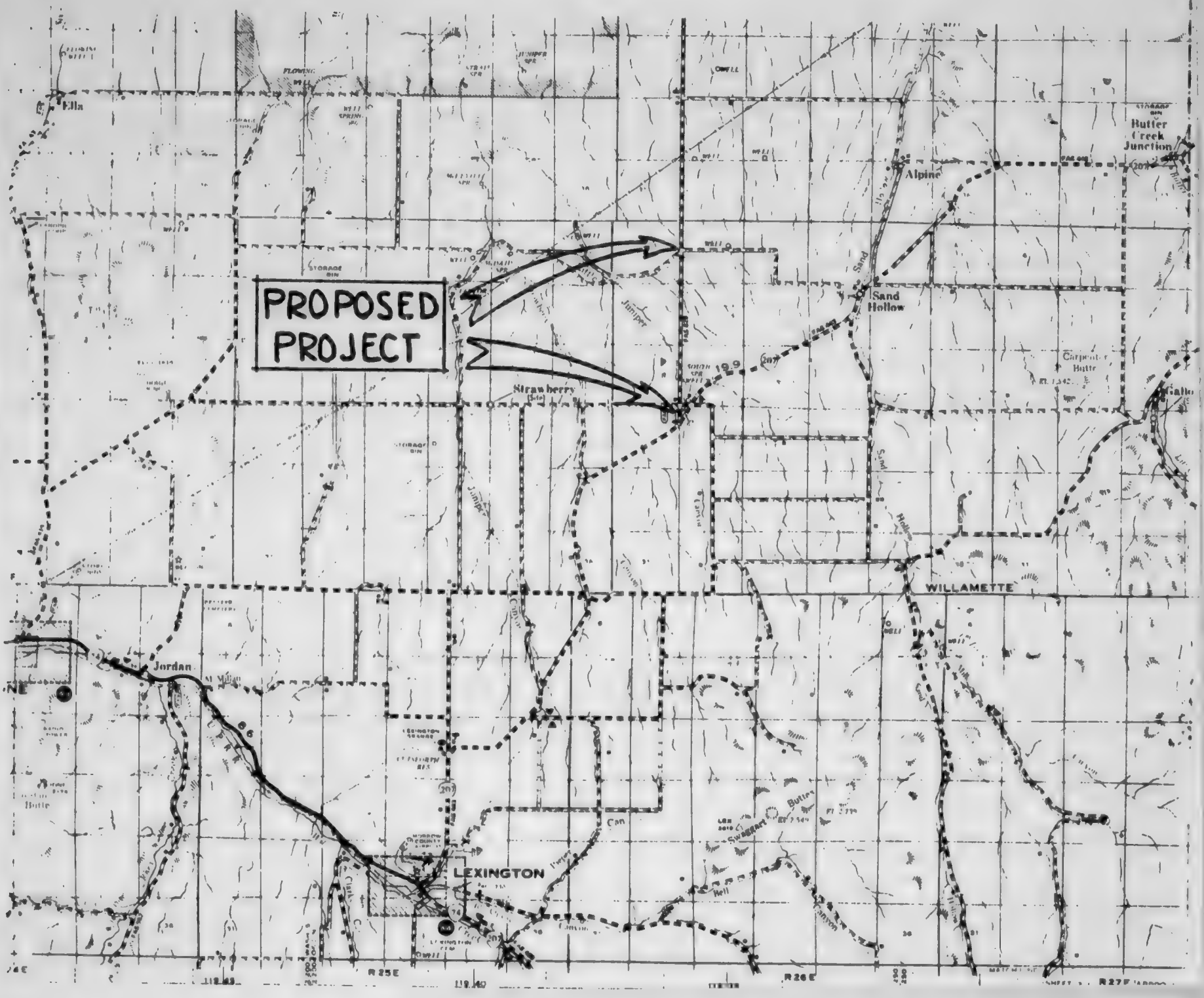
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 11,700	14.000
RIGHT OF WAY ..... Anticipate Donation		35.000
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	625,809	625.809
OTHER		
ENGINEERING & CONTINGENCIES	156,452	156.452
PROJECT TOTAL	$ 793,961	831,261

SUBMITTED BY Logue C Lang, Federal Aid Engr.

TYPICAL SECTION





94134

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date December 9, 1980

Section: Juniper Canyon Rd.-Lexington/Echo Hwy.
City _____ Hwy. No. B-564
Highway ~~Bomber Range Road~~
Begin M.P. _____ Length 2.58
County Morrow
Program Estimate _____
Region 5
Funding Source FAS
(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project would upgrade the physical structure of the existing roadbed and surface. The grading and repaving will provide a smoother and more structurally sound road for the transportation of agricultural products and would reduce maintenance costs.

C. Recommended Project Category and Documentation:

Project Category	Documentation
1	Draft and Final EIS
2	Environmental Assessment and Finding of No Significant Impact
XX 3	Categorical Exclusion

Other Documentation:

- ◯ Wetlands Finding
- ◯ Cultural Resource Survey
- ◯ Section 106 Procedures
- ◯ Noise Study
- ◯ Indirect Source Construction Permit
- ◯ Section 4(f) Determination

Basis for Recommended Category:
The proposed project is limited in scope-the reconstruction of an existing road. Minimal right-of-way requirements have already been acquired under a previous project, and anticipated construction easements will be obtained by donation. No adverse impacts on the human and physical environment. Recommended type of action: Category 3, non-major (categorical Exclusion).

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	No	Yes-Gravel
Average Daily Traffic (Volume/Year)	~~170~~	~~170~~
Alignment (New, Combined, Existing)	--	Existing
Speeds (Posted/Estimated)	55 mph	55 mph

E. Preliminary Assessment of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	Minimal
Estimated Number of Parcels	
Residential Relocation (No.)	None
Business Relocation (No.)	None

All right-of-way (minimal), with the exception of two possible construction easements, was obtained by the County under the Alpine/Nelson Rd.-Lexington/Echo Hwy. Section before it was down-scoped to Alpine/Nelson Rd.-Juniper Canyon Rd. Section. Right-of-way and/or construction easements obtained by donation.

2. Estimated Impact on Land Use:

None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Safety would be improved-the new road would not be broken or rutted.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

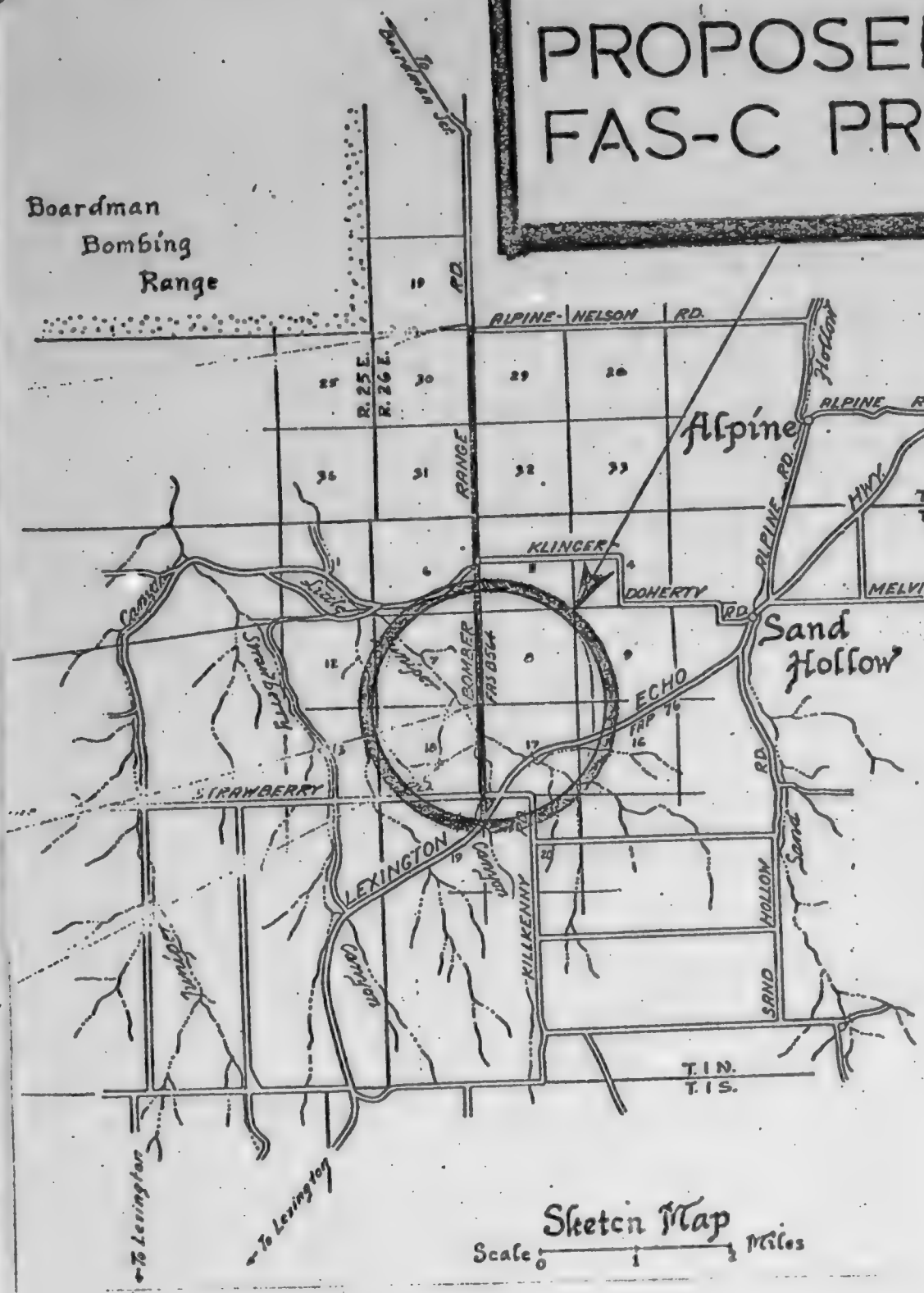
None

Name of Preparer and Phone Number: John P. Preston 963-3177

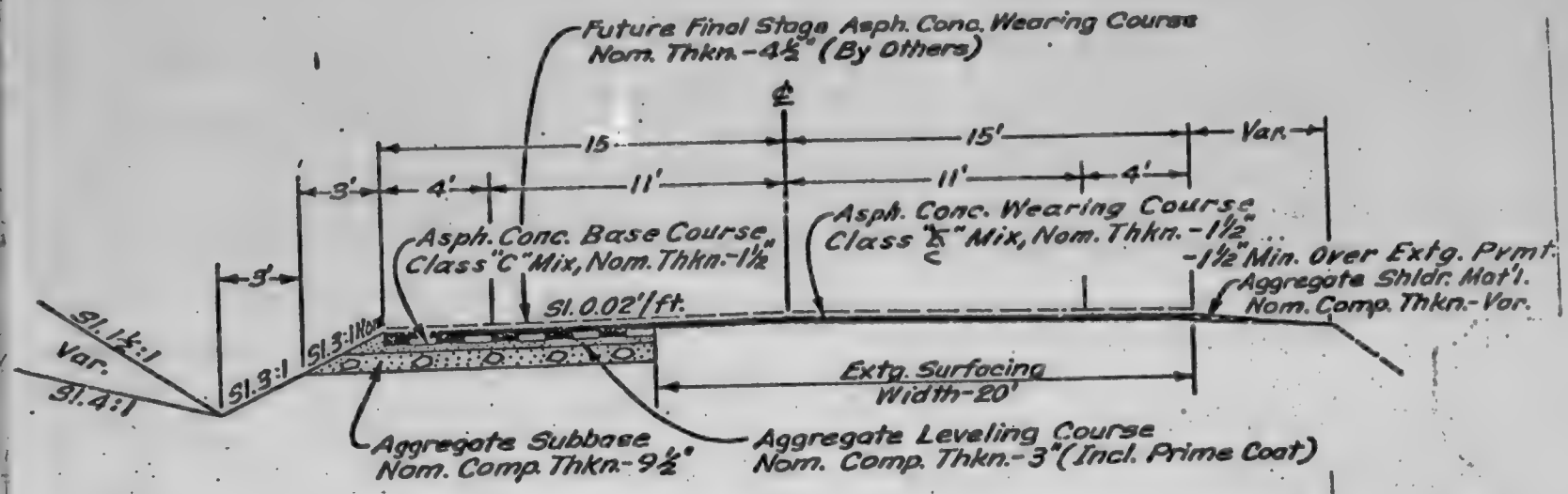
BJ04 (BOMBER RANGE RD.)

MORROW COUNTY

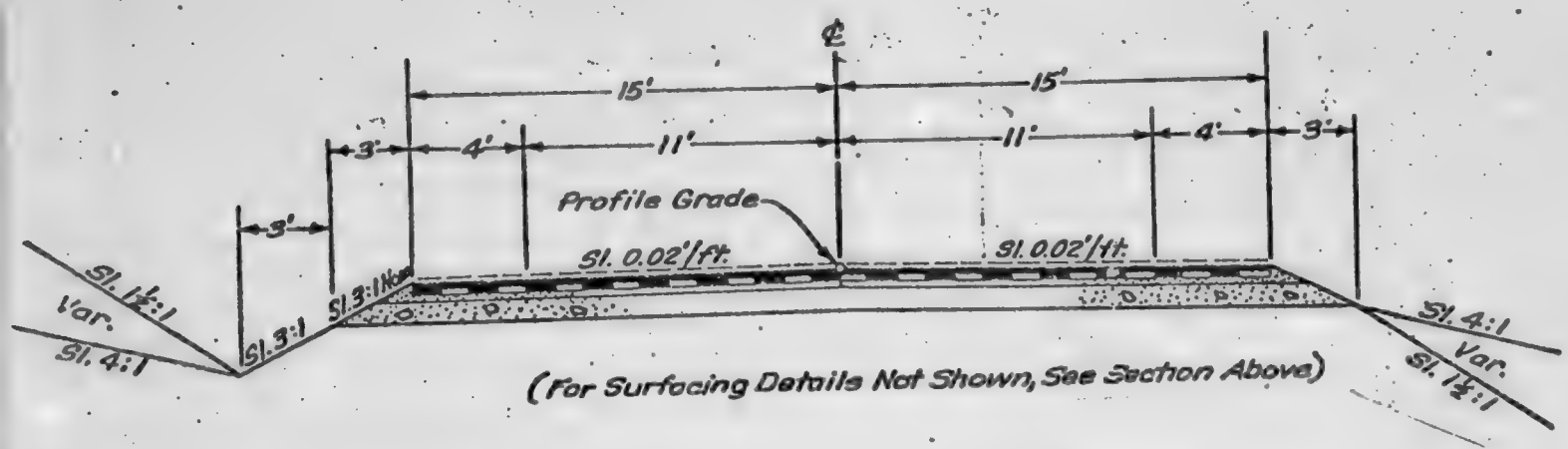
PROPOSED FAS-C PROJECT



TYPICAL SECTION



VARIOUS LOCATIONS



(For Surfacing Details Not Shown, See Section Above)

VARIOUS LOCATIONS

9434

STATE OF OREGON

INTER[illegible]CE MEMO

TO: D. E. Swan
Operations Programming Engineer

DATE: October 8, 1980

FROM: Roger C. Lang
Region Federal Aid Engineer

10 TERPIN
10-10-80

SUBJECT: Proposed Project
Juniper Canyon Rd.-Lexington/Echo Hwy.
FAS BS64, Bomber Range Rd.
Morrow County

Enclosed is preliminary engineering project request received from Morrow County concerning the above subject project. The County wishes plans, specifications and estimate of cost be developed for this section so they may evaluate the project and determine a course of action to complete improvements on Bomber Range Road.

The County has approached the Association of Oregon Counties about advancement of funds for the entire project and were denied the request. However, the A.O.C. did indicate that an advancement of 10 years may be possible if the County could come up with the additional funds or perform some of the work. In order to find out what is involved, plans must be developed.

Also, enclosed is an Authority for Survey, Location Prospectus and Reconnaisance Estimate. A project assessment has not been prepared as it is felt the original assessment is still valid as the scope of the work has not changed. All right-of-way, with the exception of two possible construction easements, were obtained by the County under the Alpine/Nelson Rd.-Lexington/Echo Hwy. Section before it was down scoped to Alpine/Nelson Rd.-Juniper Canyon Road Section.

Please take the necessary steps to initiate and program this project.

RCL/dt
Enclosure

cc: The Hon. Don McElligott
W. C. Ferguson

81.125.1387

9434

FEDERAL AID PROJECT REQUEST

Date 10-8-80

Applicant Agency Morrow County
Request for: Off-System ____, FAS-C X, FAUS ____ Project
Federal Aid Route No. B-564 Route Name Bomber Range Road
Project Name Juniper Canyon Rd.-Lexington/Echo Highway

Project Length 2.58 miles Project Location (Attach sketch map)
Project Description grading, base and pave

Average Daily Traffic 170 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 18-20' Travel Lanes 2 Shoulders 0-1'
Medians none Parking
Sidewalks none
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 30' Travel Lanes 2-11' Shoulders 4' (paved)
Medians none Parking none
Curbed no Length Curb Radii N/A
Sidewalk/Bikeway No; rural location and estimated low useage does not warrant.
Remarks Typical section and base design conforms to Alpine/Nelson Road-Juniper Canyon Road Section.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 155

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No

3. Will additional right-of-way be needed? Yes X No
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes No
Remarks Anticipate construction easements will be obtained by donation.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location N/A

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Any required signing will be placed by County.

4. Permanent Striping:

Include in project or by applicant? Include in project.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location N/A

Approximate Size: Length Width

Are sidewalk/bikeways desired: N/A

Are any utilities to be attached to structure? N/A

Are provisions for illumination desired? N/A

Are there any unusual or complicating conditions? N/A

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Don Briggs, Public Works Director / Office
2. Environmental — Don Briggs, Public Works Director / Office
3. Public Hearing — Don Briggs, Public Works Director / Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No_____
If "yes," describe briefly: This request is for preliminary engineering only. The amount of work performed by the County will depend on the estimated cost. State will monitor any work performed by County.

4. Applicant's estimate of cost for requested project:

Roadway Work	$_____
Right-of-way costs (if participating)	_____
Traffic control	_____
Illumination	_____
Structures	_____
Railroad	_____
Other_____	_____
Preliminary engineering	11,700
PROJECT TOTAL	$

Remarks This request is for preliminary engineering only, plans, specifications and estimate of cost. Also, it is requested data obtained during survey of Alpine/Nelson Rd.-Lexington/Echo Hwy. be utilized to the fullest extent.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF N/A and/or Morrow COUNTY

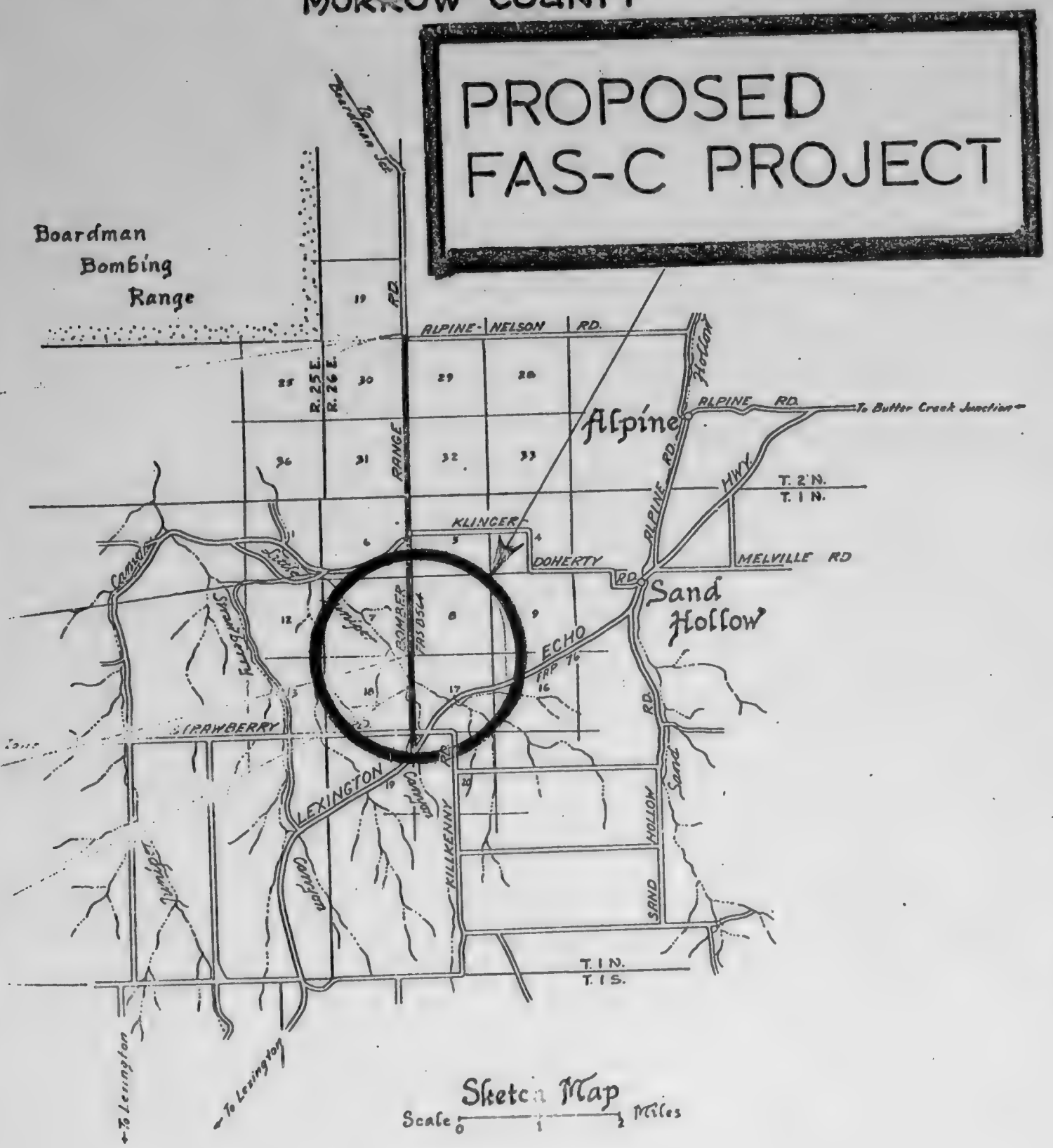
By_____ By [signature]

By_____ By_____

By_____

FAS B564 (BOMBER RANGE RD.)

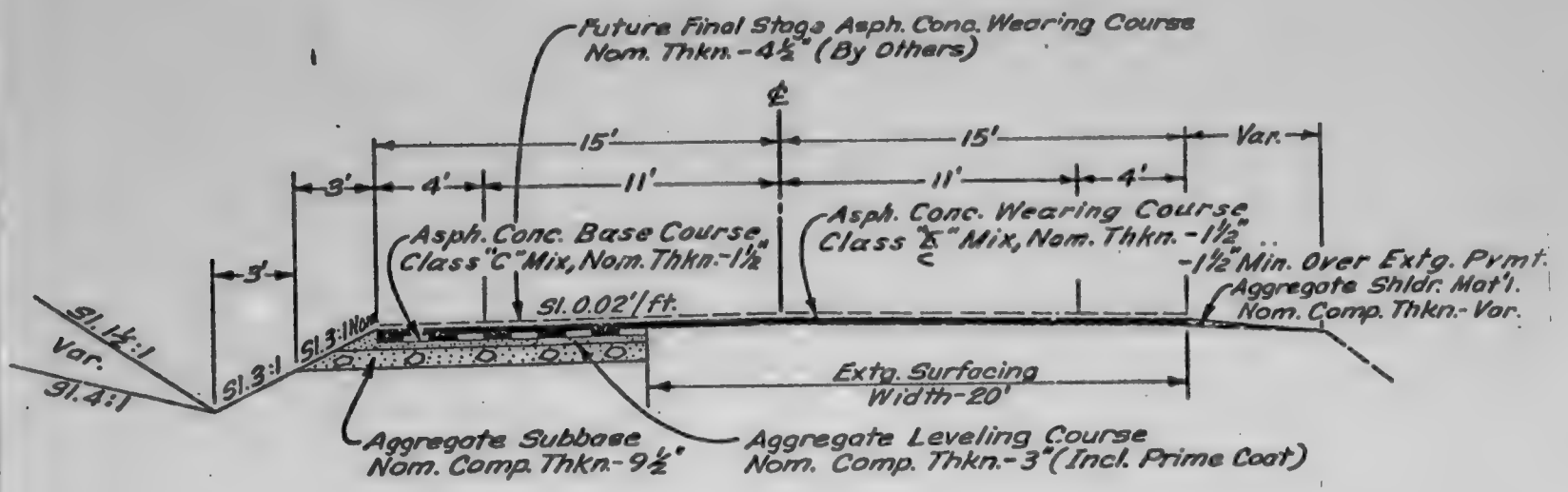
MORROW COUNTY



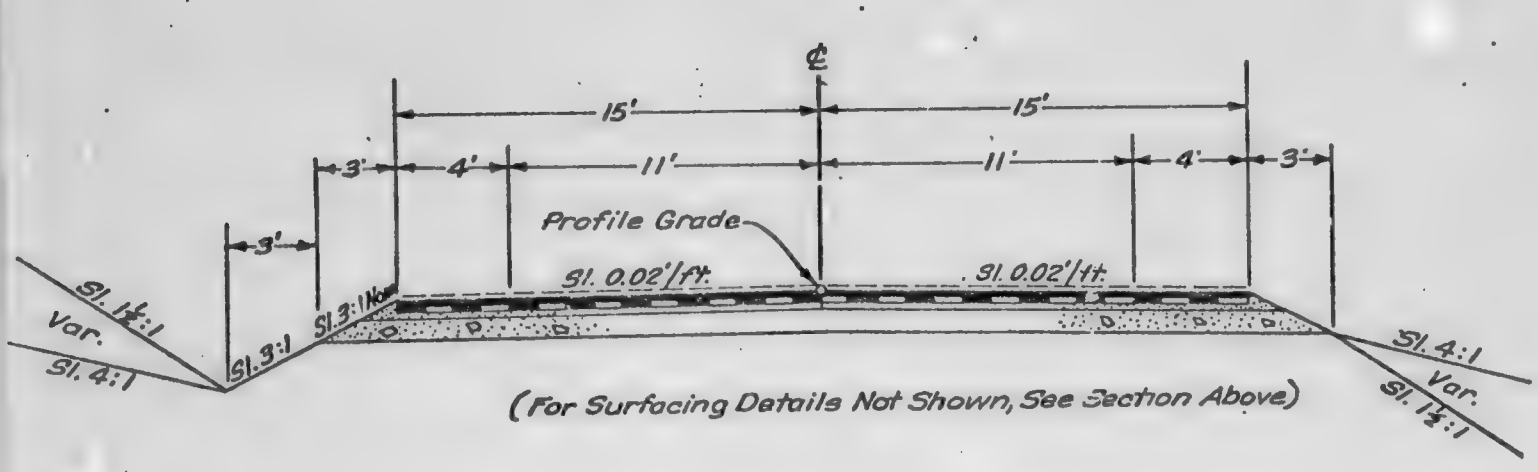
Sketch Map

Scale 0 — 1 — ½ Miles

TYPICAL SECTION



VARIOUS LOCATIONS



(For Surfacing Details Not Shown, See Section Above)

VARIOUS LOCATIONS

(JCR C001)

12

9434

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Juniper Canyon Rd.-Lexington/Echo Highway

Date 10-8, 19 8

Highway FAS B 564, Bomber Range Rd.

Authorization No. 1

County Morrow #25

Survey Prefix 525-1971 (Assigned by Salem office)

Description of termini, route, length, etc.:

From Station 145 to 277+08, a distance of 2.48 miles

Purpose of survey:

Prepare plans, specifications and estimate of cost.

RS-B564(2)
1-6-81

Estimate of cost:

		Estimate of Cost
Field Survey	(901)	4,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	4,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	~~1,000~~ 3,300
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	250
Utility	(914)	500
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,200
Environmental	(923)	250
Foundation Exploration	(926)	
Free Bridge Design	(927)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Approved 10-14-80

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
OCT 16 1980
LOCATION SECTION

Total estimated cost of survey	$14,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Logue C. Lange
Region Federal Aid Engineer — Field Engineer

Recommended for Approval:

Warren E. Johnson
Regional Engineer

Recommended for Approval:

Frank E. Halpin
Location Engineer

Approved:

E J Schmitz
Assistant State Highway Engineer

SP 1 1160-734

9.4.3.4

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: 10-7-80
PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Juniper Canyon Rd - Lexington/Echo Hwy

HIGHWAY NAME: Bomber Range Road

HIGHWAY NUMBER: FAS B564

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
5	12	Morrow	N/A

LENGTH: 2.48 mi

MILEPOST NUMBER: TO

[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: Morrow County

TYPE OF FUNDS: [ ] FAI [ ] FAP [X] FAS [ ] STATE [ ] FAUS [ ] OTHER

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [X] GRADING [X] PAVING [ ] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

From station 145+00, just south of Juniper Canyon Road, to station 277+08 at Lexington/Echo Hwy., a distance of 2.48 miles

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
170	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
55		[ ] LIGHT [X] MEDIUM [ ] HEAVY

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
* Environmental Assessment *Previously covered*		X	
Statewide Assessment		X	
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing		X	
Borrow Source		X	
Material Source		X	
Utilities	X		

	YES	NO	MAY
Hydraulics Study		X	
Soils Investigation	X		
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available	X		
Requires Vicinity Map		X	
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review *with County*	X		

Type _____

* *Project Assessment for Alpine/Nelson Rd - Lexington/Echo Hwy. Should still be valid.*

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		X	
RIGHT-OF-WAY *constr. easmts*	X		
CONSTRUCTION ENGINEERING		X	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	( )	
PRELIMINARY DESIGN	(2)	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 10'	2 - 11'
SHOULDERS	Variable 0 - 2'	2 - 4'
MEDIANS	NONE	NONE
PARKING LANES	NONE	NONE
SIDEWALKS	NONE	NONE
BIKEWAYS	NONE	NONE
INTERCHANGES	NONE	NONE
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☐	☒
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☐	☒
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind. Materials obtained from roadbed section	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

- SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Request base design developed for Alpine/Nelson Road – Juniper Canyon Road Section be used. Combination of overlay - widening and new work.		

Note: County will have to perform some work in order to make this project fly. Need to know quantities involved before decision by the County can be made.

7 - TYPICAL SECTION AND LOCATION

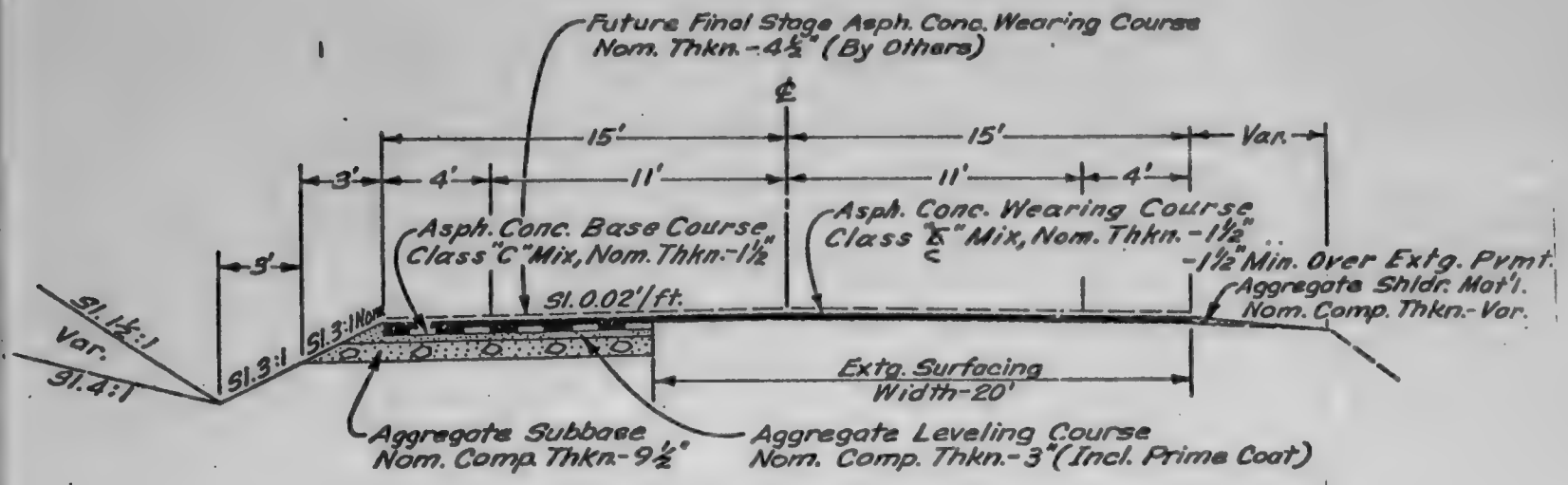
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

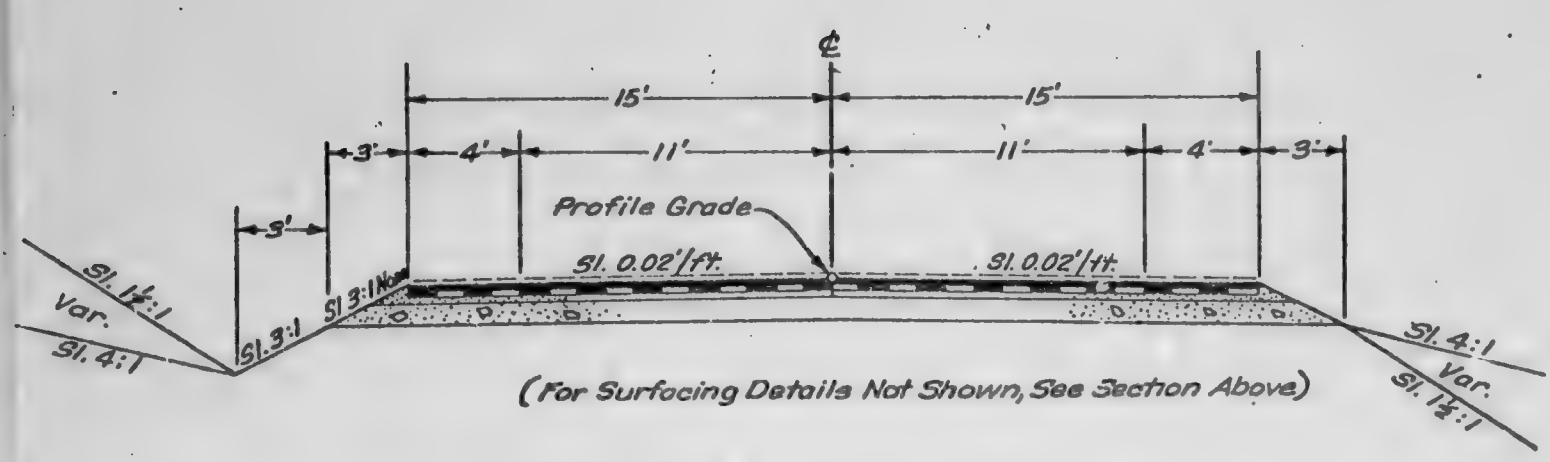
	REGION	SALEM
PRELIMINARY ENGINEERING	$ 11,700	
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	625,809	
OTHER _____		
ENGINEERING & CONTINGENCIES	156,452	
PROJECT TOTAL	$ 793,961	

SUBMITTED BY Logue C Long, Federal Aid Engr.

TYPICAL SECTION



VARIOUS LOCATIONS



(For Surfacing Details Not Shown, See Section Above)

VARIOUS LOCATIONS

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Lecon Est. (Loger Lang)

June 1980

Juniper Canyon Rd - Hwy. 320

Length ~~2.50~~ 2.48 mi.

FAS 8564 (Bomber Range Rd.)

		Unit	Quan.	Est. Unit Cost	Est. cost	
Mobilization		All	All	8%	44280	
Temp. Prot. & Direction of Traffic		All	All	1.5%	8300	
Temp. Signs		SQ. Ft.	350	6.00	2100	
Temp. Barricades		Ea	4	115	460	
Temp. Plastic Safety Markers		Ea	100	80	8000	
Flagmen		Hrs.	400	23	9,200	
Clearing & Grubbing	1,000 Allow	All	All	5,500	5,500	
Removal of obstructions		All	All	2000	2,000	
General Excavation		Cu. Yd.	28,622	5.00	143,110	
Trench Excavation		Cu. Yd.	51	15.00	765	
Finish Road Bed & Slopes	75.00 Allow	All	All	19,350	19,350	
Watering		M-Gal	800	15.00	12,000	
Aggr. Base - Pit Run -		Cu. Yd	11,764	4.50	52,938	
3/4-0 Aggr. Base Level		Ton	5,571	8.00	44,568	
Class B Comm. Mix (incl. level)		Ton	7,765	18.00	139,770	
Asph. Cement in Mix		Ton	505	210	106,050	
Asph. in Tack Coat		Ton	10	300	3,000	
3/4-0 in Prime Coat		Cu. Yd	290	11.00	3,190	
MC 250 in Prime Coat		Ton	41	200	8,200	
18" Culvert	Bit Coated CMP	Lin. Ft.	228	21.00	4,788	
48" Culvert	" " "	Lin. Ft	14	80.00	1,120	$46,349
Extra for Paved Appr's.	175		5	170	850	
Delineators		Ea.	110	22.00	2,420	
Roadside Seeding & Mulching		Ac.	5.5	700	3,850	$53,469
	SUB Total				$ 625,809	

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET ..... OF ..... SHEETS

				Sub-Total			$625,809	
Engineering & Contingencies					25%		156,452	
				Sub-Total			782,261	
Note- If Recon. is correct Engr & Contingencies will be $84,484 or $71,968 less.								
Prelim Engr - Field wk, plans, spec's,		Bill 3,000 Vern 1,000		10-8-80			11,700	
							793,961	
Note:								
Environmental Assessment Historical Inventory			} Should not apply - previous project Assessment					
						6%	= $47,608	

1982 N.E. 242nd Dr.-Buxton Rd. 9435
Sec. of county road FAU 9880
(Cherry Park Rd.) (Grading & Paving)

C&A 6741 11-30-76

9435

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: April 15, 1985

COUNTY: Multnomah AGREEMENT NO: 6741 PROJECT NO: IX-9880(1)(2)

CONTRACT NO: 9435 SECTION: NE 242nd St.-Troutdale Rd., Cherry Pk. Rd.

PRELIMINARY ENGINEERING (PREFIX NO. 226-1903 & 426-1928):

Work by County	$ 41,560.22
Work by DBH Acoustics	3,827.45
Project Manager	1,037.20
Final Design	645.31
Region Geologist	1,590.27
Traffic Section	167.78
Audit Services	629.24
Program Section	339.58
Specifications	3,067.56
Administrative Services	10.62
Environmental Section (Non-Partic. $134.24)	3,088.86
Planning Section	1.27
TOTAL P.E. COST	$ 55,965.36
Less Federal Funds	(47,886.36)
COUNTY SHARE OF P.E. COST	$ 8,079.00

CONSTRUCTION (PREFIX NO. 326-1050 & 426-1035):

Payment to Contractor (Non-Partic. $1,155.00)	$ 591,586.37
Credit Liquidated Damages	(1,800.00)
Interest on Final Payment (Non-Partic.)	207.96
SFO #1 Permanent Signing	2,514.88
SFO #2 Permanent Striping	1,000.00
Work by County (*Non-Partic. $387.61)	91,279.55
Construction Engineering (*Non-Partic.)	2,502.27
Audit Services	320.95
Program Section (*Non-Partic.)	117.23
Salem Lab (*Non-Partic.)	6,776.16
Portland Lab (*Non-Partic.)	1,251.48
Technical Services (*Non-Partic.)	753.52
Construction Section (*Non-Partic.)	1,391.73
EEO Monitoring	80.00
TOTAL CONST. COST	$ 697,982.10
Less Federal funds	(580,923.27)
COUNTY SHARE OF CONST. COST	$ 117,058.83

SUMMARY:

County Share of P.E. Cost	$ 8,079.00
County Share of Const. Cost	117,058.83
TOTAL COUNTY SHARE	$ 125,137.83
Less Credit for P.E. by County	(6,458.66)
Less Credit for Const. by County	(13,633.79)
Less Const. Deposit 2-19-82	(90,670.00)
BALANCE DUE FROM COUNTY	$ 14,375.38

* Construction engineering costs in excess of 15% are Non-Participating by FHWA.

GEZ:bkb

9435

326-1050
426-1035

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-8-85

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

TREASURER OF THE STATE OF OREGON

ADDRESS

CAPITAL BUILDING, SALEM, OR 97310

PAID BY

(For use of Paying Office)

STATE: OREGON

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD — FROM: 1-6-82 — TO: 2-6-84

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.: IX-9880(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
772	$ 90,891.94	$ 90,891.94	85%	$ 77,258.15	$ 77,258.15	$0.00
772	589,823.96	575,281.00	85%	488,988.85	488,988.85	0.00
580	$ 17,266.20	$ 17,266.20	85%	14,676.27	14,676.27	0.00
	$697,982.10	$683,439.14	85%	$580,923.27	$580,923.27	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
OREGON	2-8-85	CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED: $0.00

ADJUSTMENTS:

AMOUNT APPROVED:

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20 (REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	NE 242ND DR. - BURTON RD. SECTION **FAU 9880 CHERRY PARK ROAD** **MULTNOMAH COUNTY**					
	CONSTRUCTION **TYPE CODE 6201** **ROADWAY (STA. 0+82 TO STA. 79+95.11)**					
	FIANL CONTRACT PAYMENT SUMMARY	LUMP SUM			$590,431.37	
	772 573,582.82					
	580 14,064.22					
SFO	#1 PERMANENT SIGNING (MULTNAMAH CO.)(772)	ALL REQUIRED			2,514.88	
SFO	#2 PERMANENT PAVEMENT STRIPING (MULTNOMAH COUNTY)(772)	ALL REQUIRED			1,000.00	
	TOTAL PARTICIPATING CONSTRUCTION COST				$593,946.25	
	CONSTRUCTION ENGINEERING					
	WORK BY MULTNOMAH COUNTY (772)	ALL REQUIRED			$ 90,891.94	
	LIQUIDATED DAMAGES (772)	LUMP SUM			(1,800.00)	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				$ 89,091.94	
	MISC PROJECT COST					
	AUDIT EXPENSE (772)	ALL REQUIRED			320.95	
	EEO MONITORING EXPENSE (772)	ALL REQUIRED			80.00	
	TOTAL MISC PROJECT COST				$ 400.95	
	TOTAL PARTICIPATING PROJECT COST				$683,439.14	
	NON PARTICIPATING PROJECT COST					
	FINAL CONTRCT PAYMENT SUMMARY	LUMP SUM			$ 1,155.00	
	INTEREST ON FINAL PAYMENTS	ALL REQUIRED			207.96	
★	CONSTRUCTION ENGINEERING	ALL REQUIRED			12,792.39	
★	WORK BY MULTNOMAH COUNTY	ALL REQUIRED			387.61	
	TOTAL NON PARTICIPATING PROJECT COST				$ 14,542.96	
	TOTAL PROJECT COST				$697,982.10	

PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 2-10-85.

MULTNOMAH COUNTY SHARE OF PROJECT COST
$58.14 SHOWN ON J.C.S. AS A "294" FUNCTION

★ Non participating due to exceeding 15%

AMOUNT CARRIED FORWARD .....

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — FEBRUARY 1985 —

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	326 1049	295	00	N	9				6,774.37	82	84
	326 1049	296	00	N	9				44,982.47CR	82	84
	326 1049	298	00	N	9				38,208.10	82	83
	326 1049	900	00	P	1				1,293.20	82	83
	326 1049	903	00	P	1				2,676.72	82	83
	326 1049	915	00	P	1				53.67	83	83
	326 1049	920	00	P	1				15.77	82	82
	326 1049	941	00	P	1				26.31	82	82
	326 1049	944	00	P	1				105.08	82	82
	326 1049	945	00	P	1				199.76	82	83
	326 1049	948	00	P	1				28.73	82	82
		TOT	P1						44,950.71		
		TOT	H1						31.76		
		** JOB TOTALS **					**	**	44,982.47 **		

NE 242ND DR-BURTON RD	CONT NO 9435 & FA PROJ NOS X10 9880002 100 X10 9880002								STATE	
	326 1050	201	00	P	1	Pay Cord.	14,841.09	573,165.17	82	85
	326 1050	201	00	P	2	" "	12,056.76CR	17,266.20	83	85
	326 1050	201	00	N	1	" "		1,155.00	82	82
	326 1050	203	00	P	1	Cr. Liq. Dam.		1,800.00CR	82	82
	326 1050	206	00	N	1	Int.		207.96	83	83
	326 1050	270	01	P	1	SFO #1		2,514.88	84	84
	326 1050	270	02	P	1	" #2		1,000.00	83	83
	326 1050	294	00	N	1	Local Match	58.14CR	58.14CR	85	85
	326 1050	296	00	N	9	" St.	20.22CR	594,335.12CR	82	85
	326 1050	297	00	N	9	" Co.		90,670.00	82	82
	326 1050	298	00	N	9	" Fed.	20.22	503,665.12	82	85
	326 1050	900	00	P	1		1,920.99CR		82	85
	326 1050	900	00	N	1	Const. Eng.	1,933.31	1,933.31	85	85
	326 1050	903	00	N	1	Pay Loc. .01	387.61	387.61	85	85
	326 1050	915	00	P	1	Audit		320.95	83	84
	326 1050	920	00	P	1		102.09CR		82	85
	326 1050	920	00	N	1	Proj. Sec.	117.23	117.23	85	85
	326 1050	940	00	P	1		6,776.16CR		82	85
	326 1050	940	00	N	1	Salem Lab	6,776.16	6,776.16	85	85
	326 1050	941	00	P	1		1,251.48CR		82	85
	326 1050	941	00	N	1	Portland Lab	1,251.48	1,251.48	85	85
	326 1050	944	00	P	1		753.52CR		82	85
	326 1050	944	00	N	1	Tech. Serv.	753.52	753.52	85	85
	326 1050	945	00	P	1		1,391.73CR		82	85
	326 1050	945	00	N	1	Const. Sec.	1,391.73	1,391.73	85	85
	326 1050	948	00	P	1		560.82CR		82	85
	326 1050	948	00	N	1	Gen. Const. Engr.	568.96	568.96	85	85
	326 1050	985	00	P	1	EEO Monitor.		80.00	82	82
		TOT	P1				2,084.30	575,281.00		
		TOT	P2				12,056.76CR	17,266.20		
		TOT	N1			.01	13,121.86	14,484.82		
		** JOB TOTALS **				.01 **	3,149.40 **	607,032.02 **		

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
326-1040	1#	X10 -9956-011 APPR-772	96,882.81	120,270.11	113,979.78	85.00	96,882.81	96,882.81		
326-1041	1	X10 -9877-003 APPR-772	235,200.00	273,759.11	273,270.22	85.00	232,279.69	232,279.69		
326-1043	1	X10 -9926-007 APPR-772	1414,253.00	1560,803.86	1560,275.95	85.00	1326,234.56	1326,234.56		
	8	X10 -9926-007 APPR-772	90,270.00	8,315.38	8,288.67	85.00	7,045.37	7,045.37		
326-1043		PREFIX TOTALS	1504,523.00	1569,119.24	1568,564.62		1333,279.93	1333,279.93		
326-1044	1	X10 -000C-022 APPR-772	390,000.00	421,187.23	421,187.23	85.00	358,009.15	358,009.15		
326-1046	1	X10 -9867-005 APPR-772	1129,544.00	1348,709.41	1332,557.54	85.00	1132,673.91	1128,305.15	3,129.91 B	1,238.
	8	X10 -9867-005 APPR-772	25,228.00	66.53	64.81	85.00	55.09	4,423.85		4,368.76-
326-1046		PREFIX TOTALS	1154,772.00	1348,775.94	1332,622.35		1132,729.00	1132,729.00	3,129.91	3,129.91-
326-1047	1	X10 -0000-040 APPR-772	340,983.75	400,460.32	391,802.08	85.00	333,031.77	333,031.77		
326-1048	1	X10 -9326-008 APPR-772	370,751.10	336,693.81	336,693.81	85.00	286,189.74	286,189.74		
	2	X10 -9326-008 APPR-580	114,385.66	134,571.36	134,571.36	85.00	114,385.66	114,385.66		
326-1048		PREFIX TOTALS	485,136.76	471,265.17	471,265.17		400,575.40	400,575.40		
326-1049	1#	X10 -9956-010 APPR-772	38,208.10	44,982.47	44,950.71	85.00	38,208.10	38,208.10		
326-1050	1*	X10 -9880-002 APPR-772	488,988.85	589,765.82	575,281.00	85.00	488,988.85	488,988.85		
	2*	X10 -9880-002 APPR-580	14,676.27	17,266.20	17,266.20	85.00	14,676.27	14,676.27		
326-1050		PREFIX TOTALS	503,665.12	607,032.02	592,547.20		503,665.12	503,665.12		
326-1051	1	XI -9699-005 APPR-823	1081,585.48	1271,706.53	1271,706.53	85.00	1080,950.55	1080,950.55		
326-1052	1#	M -000C-002 APPR-W36	29,933.65	34,834.18	34,887.70	85.80	29,933.65	29,933.65		
326-1053	1	X10 -9867-006 APPR-580	748,399.00	879,942.68	877,257.47	85.00	745,668.85	745,668.85		
	8	X10 -9867-006 APPR-580	4,000.00	3,990.86	3,930.90	85.00	3,341.27	3,341.27		
326-1053		PREFIX TOTALS	752,399.00	883,933.54	881,188.37		749,010.12	749,010.12		
326-1054	1	X10 -9926-008 APPR-580	568,950.00	674,659.79	674,273.47	85.00	573,132.45	568,950.00	4,182.45 B	
	8	X10 -9926-008 APPR-580	500.00	472.47	472.47	35.00	401.60	401.60		
326-1054		PREFIX TOTALS	569,450.00	675,132.26	674,745.94		573,534.05	569,351.60	4,182.45	
326-1056	1#	X10 -0000-043 APPR-580	1227,645.60	1439,764.20	1444,288.94	85.00	1227,645.60	1227,645.60		

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
426-1029	1	SOS -2600-001 APPR-680				100.00				
	9									
426-1029		PREFIX TOTALS								
426-1030	1	X10 -0000-027 APPR-772	776,517.79	776,517.79	776,517.79	100.00	776,517.79	776,517.79		
	9			776,517.79-						
426-1030		PREFIX TOTALS	776,517.79		776,517.79		776,517.79	776,517.79		
426-1031	1	X10 -9956-011 APPR-772	18,879.08	18,879.08	18,879.08	100.00	18,879.08	18,879.08		
	9			18,879.08-						
426-1031		PREFIX TOTALS	18,879.08		18,879.08		18,879.08	18,879.08		
426-1032	1	X10 -0000-040 APPR-772	43,696.25	43,696.25	43,696.25	100.00	43,696.25	43,696.25		
	9			43,696.25-						
426-1032		PREFIX TOTALS	43,696.25		43,696.25		43,696.25	43,696.25		
426-1033	1	X10 -9326-008 APPR-772	84,421.85	84,421.85	84,421.85	100.00	84,421.85	84,421.85		
	9			84,421.85-						
426-1033		PREFIX TOTALS	84,421.85		84,421.85		84,421.85	84,421.85		
426-1034	1	X10 -9877-003 APPR-772	40,000.00	38,365.70	38,365.70	100.00	38,365.70	38,365.70		
	9			38,365.70-						
426-1034		PREFIX TOTALS	40,000.00		38,365.70		38,365.70	38,365.70		
426-1035	1	X10 -9880-002 APPR-772	77,258.15	77,258.15	77,258.15	100.00	77,258.15	77,258.15		
	9			77,258.15-						
426-1035		PREFIX TOTALS	77,258.15		77,258.15		77,258.15	77,258.15		
426-1036	1	X1 -9699-005 APPR-823	84,666.52	84,666.52	84,666.52	100.00	84,666.52	84,666.52		
	9			84,666.52-						
426-1036		PREFIX TOTALS	84,666.52		84,666.52		84,666.52	84,666.52		
426-1037	1	X10 -000C-024 APPR-580	43,000.00	42,950.00	42,950.00	100.00	42,950.00	42,950.00		
	9			41,029.46-						
426-1037		PREFIX TOTALS	43,000.00	1,920.54	42,950.00		42,950.00	42,950.00		

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
CHERRY PRK. RD	CONT NO	FA PROJ NOS X10 9880002 100								STATE	
	426	1035	598	00	N	9		329.47	77,258.15CR	82	85
	426	1035	903	00	P	1	.01CR	329.47CR	77,258.15	82	85
			TOT	P1			.01CR	329.47CR	77,258.15		
			TOT	N9				329.47	77,258.15CR		
			** JOB TOTALS **				.01CR**	**	**		
NE GLISAN ST-SE GLENWOOD/39TH	CONT NO	FA PROJ NOS XI 9699005 100								STATE	
	426	1036	598	00	N	9			84,666.52CR	82	84
	426	1036	903	00	P	1			84,666.52	82	84
			TOT	P1					84,666.52		
			TOT	N9					84,666.52CR		
			** JOB TOTALS **				**	**	**		
GATEWAY AREA SIGNALS	CONT NO	FA PROJ NOS X10 000C024 100								STATE	
	426	1037	598	00	N	9		21,558.59CR	41,029.46CR	82	85
	426	1037	903	00	P	1		21,558.59	41,029.46	82	84
			TOT	P1				21,558.59	41,029.46		
			TOT	N9				21,558.59CR	41,029.46CR		
			** JOB TOTALS **				**	**	**		
N GOING/I-5 FRWY-N GREELEY	CONT NO	FA PROJ NOS X10 9926008 100								STATE	
	426	1038	598	00	N	9			56,772.34CR	83	84
	426	1038	903	00	P	1			56,772.34	83	84
			TOT	P1					56,772.34		
			TOT	N9					56,772.34CR		
			** JOB TOTALS **				**	**	**		
SE DIVISION ST-SE POWELL BLVD	CONT NO	FA PROJ NOS X10 9891004 100								STATE	
	426	1039	598	00	N	9		156.51CR	120,922.50CR	83	84
	426	1039	903	00	P	1		156.51	120,922.50	83	84
			TOT	P1				156.51	120,922.50		
			TOT	N9				156.51CR	120,922.50CR		
			** JOB TOTALS **				**	**	**		
STARK-DIVISION SEC SE 242ND	CONT NO	FA PROJ NOS X10 9877005 100								STATE	
	426	1040	598	00	N	9		5,104.07CR	60,965.30CR	83	85
	426	1040	903	00	P	1		5,104.07	60,965.30	83	84
			TOT	P1				5,104.07	60,965.30		
			TOT	N9				5,104.07CR	60,965.30CR		
			** JOB TOTALS **				**	**	**		
NW FRONT CONSTRUCTION	CONT NO	FA PROJ NOS X10 9300008 100								STATE	
	426	1041	598	00	N	9		27,620.51CR	229,896.40CR	83	85

1. 9435

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 8-237		Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Multnomah
MODIFICATION NUMBER 2	8-23-84	Project Number IX-9880(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 24 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 684,000.00	$ 695,576.00
Federal funds	556,408.00 (772)	566,247.00 (772)
	$ 24,992.00 (580)	$ 24,992.00 (580)
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of August , 19 84 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

for Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 20, 1984

FEDERAL AID PROJECT NO. IX-9880(2)

NE 242ND DRIVE-BUXTON ROAD SECTION
MULTNOMAH COUNTY ROAD
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 6201
ROADWAY (STA. 0+82 to STA. 79+95.11

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	$ 3.60	17,655	$ 63,558.00	18,094.38	$ 65,139.77
Asphalt Cement in Mixture	170.00	390	66,300.00	438,580	74,558.60
	Subtotals		$129,858.00		$ 139,698.37

Increase	$ 9,840.37
Subtotal from Project Agreement Estimate of May 25, 1983	606,526.36
Subtotal	$ 616,366.73
Engineering	79,209.27
Total	$ 695,576.00

Length of Roadway 1.499 mi.

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	County Funds
Roadway	772	$ 666,173.00	$ 566,247.00	$ 99,926.00
Roadway	580	29,403.00	24,992.00	4,411.00
Total		$ 695,576.00	$ 591,239.00	$ 104,337.00

Group 1
Contract No. 9435
Prefix: 326-1050
Prefix: 426-1035
WH:bkb

1435

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 6-51		Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1	6-8-83	Project Number IX-9880(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 24 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 654,597	$ 684,000
Federal funds	$ 556,408	$ 556,408 24,992 580 772
Other revisions		

This modification is made for the following reasons: to include increase in final bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of June , 1983 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Manager, Program Section
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 25, 1983

Federal-Aid Project No. IX-9880(2)

N.E. 242nd Dr.-Burton Rd. Section
FAU 9880 Cherry Park Road
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 0+82 to Sta. 79+95.11)

Subtotal on previous estimate of February 9, 1982			$ 576,737.00
Previous Estimate			
Flagmen	875 Hour	25.00	21,875.00
1 1/2"-0 Aggregate Base	14,500 Ton	6.50	94,250.00
3/4"-0" Aggregate Base	1,920 Ton	8.00	15,360.00
			$ 131,485.00
Revised Estimate			
Flagmen	1,387 Hour	25.00	$ 34,675.00
1 1/2"-0 Aggregate Base	Deleted By P.A. 1		-0-
3/4"-0 Aggregate Base	Deleted by P.A. 1		-0-
P.A. No. 1 1"-0 Aggregate Base	18,952 Ton	6.68	126,599.36
			$ 161,274.36
		Increase	29,789.36
		Subtotal	$ 606,526.36
		Engineering	77,473.64
		Total	$ 684,000.00
Length of Roadway			1.499 mi.
Cost of Roadway Per Mile			$ 456,304.20

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	County Funds
Roadway	772	$ 654,597.00	$ 556,408.00	$ 98,189.00
Roadway	580	29,403.00	24,992.00	4,411.00
Total		$ 684,000.00	$ 581,400.00	$ 102,600.00

Group 1 100%
Contract No. 9435
Prefix: 326-1050
Prefix: 426-1035

9435

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 3-30	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 2/24/82	State Oregon County Multnomah Project No. IX-9880(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.E. 242nd Dr.-Buxton Rd.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-6-82	1.499
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS PRO RATA 85.0% FEDERAL FUNDS
$ 654,597.00	$ 556,408.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by
Division Administrator FEB 24 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users. to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

File

Oregon State Highway Division
Salem, Oregon February 9, 1982

Federal Aid Project
No. IX-9880(2)

N.E. 242nd Dr.-Buxton Rd. Section
FAU 9880, Cherry Park Road
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 0+82 to Sta. 79+95.11)

Mobilization		All Required	$ 9,500.00
Temporary Protection and Direction of Traffic		All Required	4,300.00
Temporary Signs	230 Sq. Ft.	7.50	1,725.00
Temporary Barricades	8 Each	70.00	560.00
Flagmen	875 Hour	25.00	21,875.00
Clearing and Grubbing		All Required	12,500.00
Removal of Structures and Obstructions		All Required	1,500.00
General Excavation	17,655 Cu. Yd.	3.60	63,558.00
Trench Excavation	3,063 Cu. Yd.	3.00	9,189.00
Granular Backfill	2,107 Cu. Yd.	6.00	12,642.00
Finishing Roadbed and Slopes		All Required	1,000.00
Watering	470 M. Gal.	8.50	3,995.00
1½"-0 Aggregate Base	14,500 Ton	6.50	94,250.00
3/4"-0 Aggregate Base	1,920 Ton	8.00	15,360.00
Class "B" or Class "C" Asphalt Concrete Mixture	7,010 Ton	16.00	112,160.00
Asphalt Cement in Mixture	390 Ton	170.00	66,300.00
Asphalt in Tack Coat	12 Ton	300.00	3,600.00
Special Dust Oil	25 Ton	125.00	3,125.00
8-inch Sewer Pipe	613 Lin. Ft.	10.00	6,130.00
12-inch Sewer Pipe	266 Lin. Ft.	9.00	2,394.00
24-inch Sewer Pipe	1,489 Lin. Ft.	20.00	29,780.00
30-inch Sewer Pipe	50 Lin. Ft.	28.00	1,400.00
Extra for Pipe Under Pavement	280 Lin. Ft.	9.50	2,660.00
Bedding Material	674 Cu. Yd.	11.00	7,414.00
Concrete Manholes "APS"	3 Each	3,100.00	9,300.00
Concrete Manholes "BPS"	3 Each	2,900.00	8,700.00
Concrete Inlets, Type CG	11 Each	300.00	3,300.00

Concrete Inlets, Type G-1	10 Each	300.00	3,000.00
Setting Monument Boxes	11 Each	100.00	1,100.00
Concrete Walks	2,460 Sq. Yd.	10.00	24,600.00
Concrete Driveways	360 Sq. Yd.	13.00	4,680.00
Concrete Curbs	5,010 Lin. Ft.	3.00	15,030.00
Extra for Asphalt Approaches	18 Each	130.00	2,340.00
Adjusting Manholes	22 Each	85.00	1,870.00
Reconstructing Concrete Manholes	3 Each	300.00	900.00
			$561,737.00

Anticipated Items

Permanent Signing	All Required	$ 8,000.00
Permanent Pavement Striping	All Required	2,000.00
Asphalt Cement Adjustment	All Required	5,000.00
		$ 15,000.00
	SUBTOTAL	$576,737.00
	Engineering	77,860.00
	TOTAL	$654,597.00

Length of Roadway ---------- 1.499 mi.
Cost of Roadway Per Mile -----$436,689.13

Federal Funds ----------$556,408.00
County Funds ---------- 98,189.00
TOTAL COST $654,597.00

Group 1 100%
Contract No. 9435
Prefix: 226-1903
Prefix: 326-1050

N.E. 242nd Dr.-Buxton Road
Nonparticipating - County Work

Furnish and Installing Mailbox Posts	31 Each	55.00	$ 1,705.00

9435

July 6, 1984

United States Fidelity & Guaranty Co.
PO Box C19104
Seattle, WA 98109

CON 5
#9435

Gentlemen or Ladies:

A post-final payment for $2,784.33 will be made to Bonstan Construction Company on Contract No. 9435 for work on the NE 242nd Drive-Buxton Road Section of FAU 9880 in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $589,786.37 including the post-final payment. No force account work was performed on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Bonstan Construction Company
PO Box 32
Clackamas, OR 97015

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

1435 STATE COPY

nig cc: OSHD (Mr Cou[illegible]er)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

1-26-84

REGION NUMBER	REPORT NUMBER	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
1-26-84	T. P. Lowe, Area Engineer	IX-9880(2)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
9-9-82	5-5-83	104 %	180

APPROVED EXTENSIONS	LOCATION
None	See below

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NORTHEAST 242nd DRIVE - BUXTON ROAD SECTION
FAU 9880 (CHERRY PARK ROAD)
Grading and Paving

This project provided for construction of the roadbed, aggregate base, asphaltic concrete pavement, concrete walks, curbs, driveways, etc., including incidental work as called for by the special provisions.

The final cost of the project is $64,517. The original authorization was $65,653.

The contractor used 188 days to complete the project. The contract allowed 180 days. A time extension request from the contractor for 8 additional days has been denied.

Construction administration of this project was administered by Multnomah County.

---TPL---

NOTED
W. E. SCHWARTZ
2/13

RECEIVED
STATE HWY ENGR
FEB 8 '84
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE: Thomas P. Lowe — Original Signed by T. P. LOWE	SIGNATURE: Glenn K. Hossner — Original Signed By G. K. HOSSNER
TITLE: Area Engineer	TITLE: Field Operations Engineer
DATE: 1-26-84	DATE: 2/6/84

FORM FHWA 1446B (rev 12-79) PREVIOUS EDITIONS MAY BE USED.

1435

(ORIGINAL)

226-1903
426-1928

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

E 26-93

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

VOUCHER PERIOD

FROM 9/22/78

TO 1/5/82

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

IX-9880(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$45,387.67	$45,387.67	85.77%	$38,929.01	$38,929.01	$ 0.00
10,577.69	10,443.45	85.77%	8,957.35	8,957.35	0.00
$55,965.36	$55,831.12	85.77%	$47,886.36	$47,886.36	$ 0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY: Oregon

DATE: 5/26/83

SIGNATURE OF AUTHORIZED OFFICIAL: Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED: $ 0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.E. 242nd St. (Troutdale) Section in Multnomah County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All	Required		$ 8,841.16	
	Work by Multnomah County	All	Required		41,560.22	
	DBH Acoustics	All	Required		3,827.45	
	Total Participating Preliminary Engineering				$54,228.83	
	Type Code Y070					
	Archeological Salvage	All	Required		973.05	
	Misc. Project Cost					
	Audit Expense	All	Required		629.24	
	Total Participating Project Cost				$55,831.12	
	Nonparticipating Project Cost					
	Preliminary Engineering (State)	All	Required		134.24	
	Total ProjectCost				$55,965.36	

Prepared based on Participating Costs as shown on Federal Billing as of 6/2/83.

AMOUNT CARRIED FORWARD .....

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	226	1902	921	00	P	1		81.52CR	371.44	
	226	1902	922	00	P	1			55.30	
			TOT		P	1		19.08	3,587.11	
			** JOB TOTALS **				**	19.08 **	3,587.11	**
NE 242ND-TROUTDALE RD	CONT NO		* FA PROJ NOS XI				9880001 100			STATE
	226	1903	296	00	N	9	Tr. St. 166.27CR	143.03CR	8,957.35CR	
	226	1903	298	00	N	9	" Fed 166.27	143.03	8,957.35	
	226	1903	901	00	P	1	Proj. Mgr.	2.48	1,037.20	✓
	226	1903	905	00	P	1	Fin Des.		645.31	✓
	226	1903	910	00	P	1	Reg. Geol		1,590.27	✓
	226	1903	911	00	P	1	Tr. Sec.		167.78	✓
	226	1903	915	00	P	1	Audit Serv.	629.24	629.24	✓
	226	1903	920	00	P	1	Proj. Sec.		339.58	✓
	226	1903	921	00	P	1	Specs.	464.96CR	3,067.56	✓
	226	1903	922	00	P	1	Adm. Serv.		10.62	✓
	226	1903	923	00	P	1	Env. Sec.		2,954.62	
	226	1903	923	00	N	1	" "		134.24	
	226	1903	924	00	P	1	Planning Sec.		1.27	
			TOT		P	1		166.76	10,443.45	
			TOT		N	1			134.24	
			** JOB TOTALS **				**	166.76 **	10,577.69	**
POWELL BLVD-BUTLER RD	CONT NO		FA PROJ NOS XI				9867003 100			STATE
	226	1904	296	00	N	9	10,832.41CR	52,895.09CR	248,309.51CR	
	226	1904	297	00	N	9			36,800.00	
	226	1904	298	00	N	9	10,832.41	52,895.09	211,509.51	
	226	1904	901	00	P	1	481.97	9,922.89	73,613.65	
	226	1904	901	00	N	1			3,687.25	
	226	1904	902	00	P	1	158.79	235.01	10,708.47	
	226	1904	902	00	N	1			161.88	
	226	1904	904	00	P	1	3.60	3.60	50,898.92	
	226	1904	905	00	P	1	2,793.74	34,153.83	42,713.99	
	226	1904	906	00	P	1	74.10	10,732.71	11,259.03	
	226	1904	907	00	P	1		44.15	1,491.88	
	226	1904	909	00	P	1	113.83	2,106.74	13,235.64	
	226	1904	910	00	P	1		189.35	2,610.02	
	226	1904	911	00	P	1		177.15	3,544.42	
	226	1904	913	00	P	1		2,320.76	4,914.74	
	226	1904	914	00	P	1		160.97	4,864.78	
	226	1904	915	00	P	1			364.00	
	226	1904	916	00	P	1			3,830.75	
	226	1904	918	00	P	1		1.80	2,278.[illegible]	
	226	1904	920	00	P	1		369.78	433.01	
	226	1904	921	00	P	1			15.80	
	226	1904	923	00	P	1		537.95CR	14,276.53	
	226	1904	923	00	N	1			325.08	

DESCRIPTION		PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
N BASIN AVE-PACIFIC HWY	CONT NO	* FA PROJ NOS XI		9926002	100					STATE
	426	1926	598	00	N	9		124,761.19		
	426	1926	903	00	P	1		124,761.19CR		
			TOT	P1				124,761.19CR		
			TOT	N9				124,761.19		
			** JOB TOTALS **				**	**	**	
NW THURMAN-SW COL ST	CONT NO	* FA PROJ NOS XI		0000008	100	X10	0000008			STATE
	426	1927	598	00	N	9			45,409.12CR	
	426	1927	903	00	P	1			34,800.00	
	426	1927	903	00	P	2			10,609.12	
			TOT	P1					34,800.00	
			TOT	P2					10,609.12	
			TOT	N9					45,409.12CR	
			** JOB TOTALS **				**	**	**	
NE 242ND-TROUTDALE RD	CONT NO	FA PROJ NOS XI		9880001	100					STATE
	426	1928	205	00	P	1		3,564.63		
	426	1928	598	00	N	9		6,847.43CR	38,929.01CR	
	426	1928	903	00	P	1		3,282.80	38,929.01	
			TOT	P1				6,847.43	38,929.01	
			TOT	N9				6,847.43CR	38,929.01CR	
			** JOB TOTALS **				**	**	**	
UPRR XING-BIRCH AVE	CONT NO	FA PROJ NOS XI		9877001	100	X10	9877001			STATE
	426	1929	598	00	N	9		3,779.26CR	28,855.74CR	
	426	1929	903	00	P	1		623.52	25,700.00	
	426	1929	903	00	P	2		3,155.74	3,155.74	
	426	1929	911	05	P	2	89.54CR			
			TOT	P1				623.52	25,700.00	
			TOT	P2			89.54CR	3,155.74	3,155.74	
			TOT	N9				3,779.26CR	28,855.74CR	
			** JOB TOTALS **				89.54CR**	**	**	
SE DIVISION-SE POWELL BLVD	CONT NO	FA PROJ NOS XI		9891001	100					STATE
	426	1930	598	00	N	9		14,051.05CR	43,603.17CR	
	426	1930	903	00	P	1		14,051.05	43,603.17	
			TOT	P1				14,051.05	43,603.17	
			TOT	N9				14,051.05CR	43,603.17CR	
			** JOB TOTALS **				**	**	**	
NE COLUMBIA-NE WEIDLER	CONT NO	* FA PROJ NOS XI		9809001	100					STATE
	426	1931	598	00	N	9			78,149.31CR	

PREFIX	GRP FL	FED AID PROJ	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
>426-1906	1	XI -9823-001	14,000.00	13,981.20	13,981.20	100.00	13,981.20	13,981.20		
>326-2558	1	XI -9823-001	55,250.00	117,660.36	77,777.35	85.00	66,110.75	55,250.00	10,860.75 B	
		PROJ TOTALS	196,403.00	291,880.59	251,436.06		215,839.24	196,380.19	19,459.05	
>326-1901	1#	XI -9867-001	202,250.80	237,815.20	237,723.54	85.80	202,250.80	202,250.80		
326-1016	1#	XI -9867-002	37,015.23	44,637.78	43,547.33	85.00	37,015.23	37,015.23		
>426-1014	1#	XI -9867-002	3,330.30	3,330.30	3,330.30	100.00	3,330.30	3,330.30		
326-1956	1#	XI -9867-002	1,510.13	1,760.67	1,760.67	85.77	1,510.13	1,510.13		
>426-1914	1#	XI -9867-002	1,762.26	1,762.26	1,762.26	100.00	1,762.26	1,762.26		
		PROJ TOTALS	43,617.92	51,491.01	50,400.56		43,617.92	43,617.92		
226-1904	1	XI -9867-003	283,000.00	257,939.21	253,707.80	85.77	217,605.18	217,592.83		12.35
>426-1012	1	XI -9877-001				100.00				
>426-1929	1#	XI -9877-001	25,700.00	25,700.00	25,700.00	100.00	25,700.00	25,700.00		
		PROJ TOTALS	25,700.00	25,700.00	25,700.00		25,700.00	25,700.00		
>426-1011	1	XI -9880-001				100.00				
226-1903	1#	XI -9880-001	8,957.35	10,577.69	10,443.45	85.77	8,957.35	8,957.35		
>426-1928	1#	XI -9880-001	38,929.01	38,929.01	38,929.01	100.00	38,929.01	38,929.01		
		PROJ TOTALS	47,886.36	49,506.70	49,372.46		47,886.36	47,886.36		
326-1959	1	XI -9891-001	70,000.00	11,343.91	11,201.59	85.77	9,607.60	9,607.60		
>426-1930	1	XI -9891-001	44,900.00	43,603.17	43,603.17	100.00	43,603.17	43,603.17		
		PROJ TOTALS	114,900.00	54,947.08	54,804.76		53,210.77	53,210.77		
>326-1978	2	XI -9926-001				85.00				
326-1966	1#	XI -9926-002	259,183.40	281,426.49	304,921.65	85.00	259,183.40	259,183.40		
326-1926	1#	XI -9926-002								
		PROJ TOTALS	259,183.40	281,426.49	304,921.65		259,183.40	259,183.40		
326-1023	1	XI -9926-004	175,100.00	205,469.19	205,469.19	85.00	174,648.81	174,648.81		
326-2574	1	XI -9926-005		447.60		85.00				
>326-2571	1	XI -9926-006	164,900.00	193,694.48	193,694.48	85.00	164,640.31	164,640.31		
326-1034	1	XI -9956-007	232,437.00	253,620.74	253,611.76	85.00	215,570.00	215,570.00		
326-1035	1	XI -9956-007	7,400.00	8,725.54	8,725.54	85.00	7,416.71	7,400.00	16.71 B	
		PROJ TOTALS	239,837.00	262,346.28	262,337.30		222,986.71	222,970.00	16.71	
>426-1935	1#	XI -9956-008	8,230.77	8,230.77	8,230.77	100.00	8,230.77	8,230.77		

9435

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: May 25, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-9880(2)
N.E. 242nd Dr.-Buxton Rd. Section
Multnomah County

I request your approval of a program change to adjust the estimated construction costs as indicated on the attached revised project agreement estimate and modification of project agreement.

Approval of this request will involve an increase of $29,403 in total cost and Federal obligation of $24,992 in Interstate Substitution Funds (Appn Code 580) with revised financing as follows:

	Appn Code	Total Cost	Federal Funds	%
Present	-----	$ 684,000.00	$ 581,400.00	85%
Previous	772	654,597.00	556,408.00	85%
Difference	580	$ 29,403.00	$ 24,992.00	

CL:bks
Attachments
cc: E. Mershon, Metro
G. Zehner
General Files

Form 734-3122

Oregon State Highway Division
Salem, Oregon May 25, 1983

Federal-Aid Project No. IX-9880(2)

N.E. 242nd Dr.-Burton Rd. Section
FAU 9880 Cherry Park Road
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6201
Roadway (Sta. 0+82 to Sta. 79+95.11)

Subtotal on previous estimate of February 9, 1982			$ 576,737.00
Previous Estimate			
Flagmen	875 Hour	25.00	21,875.00
1 1/2"-0 Aggregate Base	14,500 Ton	6.50	94,250.00
3/4"-0" Aggregate Base	1,920 Ton	8.00	15,360.00
			$ 131,485.00
Revised Estimate			
Flagmen	1,387 Hour	25.00	$ 34,675.00
1 1/2"-0 Aggregate Base	Deleted By P.A. 1		-0-
3/4"-0 Aggregate Base	Deleted by P.A. 1		-0-
P.A. No. 1 1"-0 Aggregate Base	18,952 Ton	6.68	126,599.36
			$ 161,274.36
		Increase	29,789.36
		Subtotal	$ 606,526.36
		Engineering	77,473.64
		Total	$ 684,000.00
Length of Roadway			1.499 mi.
Cost of Roadway Per Mile			$ 456,304.20

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	County Funds
Roadway	772	$ 654,597.00	$ 556,408.00	$ 98,189.00
Roadway	580	29,403.00	24,992.00	4,411.00
Total		$ 684,000.00	$ 581,400.00	$ 102,600.00

Group 1 100%
Contract No. 9435
Prefix: 326-1050
Prefix: 426-1035

9435

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: May 25, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-9880(2)
N.E. 242nd Dr.-Burton Rd. Section
Multnomah County

I request your approval of a program change to adjust the estimated construction costs as indicated on the attached revised project agreement estimate and modification of project agreement.

Approval of this request will involve an increase of $29,403 in total cost and Federal obligation of $24,992 in Interstate Substitution Funds (Appn Code 580) with revised financing as follows:

	Appn Code	Total Cost	Federal Funds	%
Present	-----	$ 684,000.00	$ 581,400.00	85%
Previous	772	654,597.00	556,408.00	85%
Difference	580	$ 29,403.00	$ 24,992.00	

CL:bks
Attachments
cc: E. Mershon, Metro
G. Zehner
General Files

Form 734-3122

9435

May 11, 1983

United States Fidelity & Guaranty Co.
P. O. Box 1701
Portland, OR 97207

CON 5
#9435

Gentlemen:

Contract No. 9435 awarded to Bonstan Construction Company for work on the NE 242nd Dr.-Buxton Rd. Section of Cherry Park Road in Multnomah County was completed on December 13, 1983, and accepted by the State Highway Division on May 5, 1983.

Final payment in the amount of $1,230.32 will be released to the contractor after May 16, 1983. The total contract amount is $587,002.04 and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Bonstan Construction Company
P.O. Box 32
Clackamas, OR 97015

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

9435 C Mult. Co.

NARRATIVE REPORT

1 Versteeg ✓
2 Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

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FEB 17 1983
ROAD DESIGN SECTION

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RW Ey

NE 242nd Drive - Buxton Road
FAU 9880 (Cherry Park Road
Contract No. 9135
FAP: 1X9880002
Prefix: 326-1050

No comments - County Project

The contract for this project was awarded to Bonstan Construction Co., February 22, 1982. Construction signing was in place by March 31, 1982. A ground breaking ceremony was held April 20, 1982 to mark the beginning of construction (see enclosed Press Release).

Clearing and grubbing began April 30, 1982 and proceeded as scheduled. Clearing started at the east end to allow power company access and clearance to move power poles. The fire wood from the large Fir trees between Station 18+00 - 27+00 was shared with Columbia High School for school work projects.

Storm sewer construction started May 20, 1982 at the east end and proceeded per plans and specifications. The only changes were the use of suitable native backfill, and the installation of (2) additional Type G-1 inlets.

General excavation started May 28, 1982 at the west end and proceeded easterly. The only problem encountered was soft but suitable subgrade. Soft grade was repeatedly aerated and required compaction was usually attained. Those areas that would not cure were over excavated. Approximately 1000 cu. yds. of soft spot excavation was required for this project.

Concrete curb construction started July 26, 1982 and by July 29, 1982 was virtually complete. Concrete walk/driveway and catch basin construction followed. The workmanship on the type CG inlets was poor and in some cases required removal and replacement and extensive resurfacing before acceptance was granted.

Paving started August 16, 1982 with the leveling course over existing AC surfaces and proceeded with base and top lifts. Paving was completed by August 23, 1982. Driveway and concourse areas were completed later. Compaction tests on roadway surface indicated failures at various locations. The failures were penalized by a price reduction Price Agrement.

Finishing roadbed and slopes, and cleanup work went well with the end product giving the appearance of a satisfactory completed roadway system.

Construction time exceeded the allowable calendar day count by 8 days. An extension was requested by the contractor, however, was denied.

Project was substantially completed by September 9, 1982 with only minor corrective measures required.

Roy Morrison, Project Engineer

RM:b

NEWS NEWS NEWS

MULTNOMAH COUNTY

April 20, 1982 FOR IMMEDIATE RELEASE

Multnomah County Executive Don Clark and Troutdale Mayor Robert Sturges broke ground this morning on Cherry Park Road, marking the beginning of construction work to be done on the road located near 242nd Avenue in Troutdale.

Constructed as a wagon road in the early 1890's, Cherry Park Road was originally built with square corners following farm property lines. It was gradually improved over the years by widening, gravel and oil, but with no major structural improvements. Increased travel by bus and auto traffic from Columbia High School and recent residential construction made the need for reconstruction of the road greater.

The project will reconstruct the total length of Cherry Park Road (7,913 feet), between 242nd Avenue and Buxton Road. The new road width will vary from a minimum of 30' of pavement with gravel shoulders in the undeveloped area, to 42' of pavement between concrete curbs with concrete sidewalks in the developed areas. The new road, designed to accommodate future development, will provide major access to people of Columbia School and residents in the area.

"Several fir trees will have to be cut down because of the construction work," said Clark. "Those trees will be given to students in the Columbia High School chapter of the Vocational/Industrial Clubs of America (VICA), who will sell the trees as firewood to raise money

- more -

CONTACT: Alma Hill, Staff Assistant,
248-3308

DON CLARK, COUNTY EXECUTIVE
MULTNOMAH COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3308

for equipment for their club."

Approximately 15 members of the club, the principles of Columbia High and Troutdale Grade School, and members of the Troutdale City Council were present during the groundbreaking ceremony.

The $656,000 contract -- $90,000 of which was the County's local share -- was awarded to Bonstan Construction Company of Milwaukie, Oregon. The project is scheduled to be completed by August 31, 1982.

Through traffic will be maintained on Cherry Park Road during the construction period.

# # # #

STATEMENT OF OVERRUNS AND UNDERRUNS

NE 242nd Drive - Buxton Rd
FAU 9880 (Cherry Park Rd)
Contract: No. 9435
FAP: 1X 9880002
Prefix: 326-1050

ITEM	CONTRACT AMOUNT	FINAL COST	% DIFFERENCE
Bid Items	563,442.00	592,583.67	+5%
Anticipated Items	15,000.00	* 3,000.00	-80%
Contingencies	26,029.89	0.00	-
Engineering	52,059.78	*52,000.00	-
Total Authorization	656,531.67	642,783.67	-2%

*Items are approximate

INDIVIDUAL OVERRUNS AND UNDERRUNS

(All substantial changes were evaluated and only those listed below meaningfully affected total project cost)

NO.	ITEM	CONTRACT AMOUNT	FINAL COST	% DIFFERENCE
5	Flagmen	21,875.00	34,675.00	+59%
10	Granular Backfill	12,642.00	8,112.96	-36%
30	Concrete Walks	24,600.00	21,822.30	-11%
PA#1	1"-0 Aggregate Base	109,610.00	126,601.53	+16%

Item 5 (Flagmen)
Overrun was due to need for 24 hour flagging at various times to allow subgrade to dry ie-- only one lane of traffic at a time.

Item 10 (Granular Backfill)
Underrun was due primarly to the use of suitable native backfill.

Item 30 (Concrete Walks)
Underrun was due to reduction in walk width. See PA #2.

PA #1 (1"-0 Aggregate Base)
Overrun was due to the use of more material than estimated at the following locations: Sta 7+75, Intersection of Old Cherry Park required more aggregate base because of driveway connection to TL (45) not shown on plans; Sta 0+82 to 8+00, width of existing shoulder material was not as wide as indicated on plans, therefore 2½' of widening area was actually greater; connection to Sandy St. was extended approximately 50' to make connection more desirable. Approximately 1,000 cubic yards of soft spot material was excavated, and replaced with 1"-0 base material.

9435

B

CON

November 29, 1982

Bonstan Construction Co.
P. O. Box 32
Clackamas, Oregon 97015

Time Extension Request
N.E. 242 Dr.-Buxton Rd.
Contract No. 9435
IX-9880(2)

Your request for additional contract time in which to complete the above project has been very carefully reviewed. Removal of moisture in excess of optimum is a contractor responsibility under the terms of the contract and is, therefore, not considered a bona fide reason for additional contract time. Your request must accordingly be denied.

There remains eight calendar days of liquidated damages charged under this contract. Should you wish to further review this matter or to submit additional data, please contact the Project Manager, Mr. Roy Morrison.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:cb st

bc H. S. Coulter
Al Harwood w/att.
Mike Smith w/att.
Roy Morrison w/att. (Multnomah County)

STATE OF OREGON

INTEROFFICE MEMO

TO: MARION CRAFT
Metro Region Construction Engineer

DATE: November 16, 1982

FROM: M. B. SMITH
Metro Region Liaison Consultant

SUBJECT: CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME
CONTRACT NO. 9435

I have reviewed the contractor's request for adjustment of contract time and the project manager's recommendation.

I would agree with the project manager in denying a time extension for the eight days requested based on item number three of the project manager's recommendation wherein the contract day count began on 6 March 82 and first notification of work was on 31 March 82. No additional work took place until 30 April 82 and there was an elapsed time of 53 calendar days that no work was performed.

11-26-82
W.E. Schwartz:
The contractor's request is based on "above optimum subgrade moisture". This is not a valid reason for time extension. Recommend request be denied.
MBS/cp

CE CAE FOE QCE SCS EEO

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CM CA LE TC FE CP

cc: Bryant Jackmond - with original attachments.

I agree with the recommendation of both Mike Smith and Multnomah County Project Manager Roy Morrison; ie, there doesn't seem to be any reason given for the time extension.

Marion Craft
11-16-82

81-125.1387

9435

11-23-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-9880(2)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80364

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10/13/82

8. FEDERAL ROUTE NUMBER: FAU 9880

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

NE 242nd Drive - Buxton Road Section

11. GENERAL DESCRIPTION OF WORK

Permanent Pavement Striping by County Forces

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN ACCEPTABLE BID AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of your Project Agreement if additional funds are required, I approve the advance authorization date of 10/13/82 as requested in Mr. Keasey's letter of 11/16/82 as being in the public interest for the use of County Forces to proceed with the above work. State Force Order No. 2 representing work performed by Multnomah County is approved for a TEC of $2,000 Federal Funds $1,700.

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STATE HWY ENGR
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REFER TO
Matching
FOR

Info	Invest	R/D	D/R	Sign		File

ongts 11/30

14. DATE: 11/23/82

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Hoover

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9-35

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

11-23-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	2. STATE PROJECT NO.
IX-9880(2)	See below

3. FROM	4. PROGRAM NO.	5. ITEM NO.	2A. COUNTY NAME
Dale E. Wilken, Division Administrator FHWA - Oregon Division		80364	Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/14/82	FAU 9880	County Road

10. GENERAL LOCATION:

NE 242nd Drive - Buxton Road Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install permanent signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ XX CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project agreement if addtional funds are requiered, I approve the advance authorization date of 10/14/82 as requested in Mr. Keasey's letter of 11/16/82 as being in the public interest for the use of County Forces to proceed with the above work. State Force Order No. 1 representing work performed by Multnomah County is approved for a TEC of $8,000 Federal Funds $6,800.

RECEIVED
STATE HWY ENGR.
NOV 30 '82

orig to 11/30

REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/23/82	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9435

STATE OF OREGON
Contract Payments 378-6594

INTER-OFFICE MEMO
CON 5

TO: H. H. Patterson
Construction Office Manager

DATE: October 18, 1982

FROM: R. D. Church by mk
R. D. Church
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9435, Work Completed September 9, 1982

Project NE 242nd Dr.-Buxton Rd.

Highway FAU 9880 (Cherry Park Rd.)

County Multnomah

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date _____

Construction Office Manager

RDC:mk

cc: J. B. Boyd
Don Harwell
Hank Wakerlig
John Jenkins
Ed Haury
Leo King

125-1387

9435

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: N.E. 242nd Dr. - Buxton Rd.		WEEK ENDING: 7-16-82
		SECTION PREFIX: 326-1050
HIGHWAY: FAU 9880 (Cherry Park)		COUNTY: Multnomah
NAME OF JOB: Cherry Park Rd.	KIND OF WORK: Grading and Paving	
CONTRACTOR: Bonstan Construction Co.	CONTRACT NUMBER: 9435	FEDERAL AID PROJECT NUMBER: IX 9880002
DATE OF CONTRACT: February 22, 1982	DATE WORK STARTED: 3-31-82	ESTIMATED COMPLETION DATE: August 31, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 133
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 74%
PROJECT AUTHORIZATION: $656,531.67		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 43%
EXCLUSIVE OF ENGINEERING: $604,471.89	ENGINEERING AUTHORIZATION: $52,059.78	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $604,471.89	ENGINEERING COST TO DATE: $30,593.93	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 32%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 59%	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	98%	87%	59%				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.52	1.52			1.52
MILES PARTIALLY COMPLETED					0
MILES COMPLETED					0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	17,655	16,420			7,010
TOTAL QUANTITIES CORRECTED TO DATE	17,655	16,420			7,010
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	15,300	9,660			0
AVERAGE DAILY QUANTITIES	200	600			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Backhoe, Grader, Roller, Water Truck and Three Dump Trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11	Sunny	1		
MONDAY 12	Sunny	1		
TUESDAY 13	Cloudy	1		
WEDNESDAY 14	Cloudy	1		
THURSDAY 15	Cloudy	1		
FRIDAY 16	Sunny	1		
SATURDAY 10	Sunny	1		

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 11	No Work By Contractor
MONDAY 12	Rocked Area Between Sta 25+00 and 29+00 Excavated Removes soft spots and Aerated Sub Grade
TUESDAY 13	Placed 1,724.8 ton of Aggregate on project Excavated soft spots between Sta. 40+00 and 40+50, Backfilled with base rock from existing road bed. General Excavation Between Station 37+00 and 40+00
WEDNESDAY 14	Placed 781.7 tons of Aggregate on Project General Excavation Between Station 40+00 and 42+50 Excavated soft spots between Station 41+30 and 42+50 and backfilled with rock from existing road bed.
THURSDAY 15	General Excavation Between Stations 42+50 and 44+40. Excavated soft spots in the same area.
FRIDAY 16	Placed 187.6 tons of Aggregate Between Station 49+50 and 54+00. Excavated soft spots between Station 44+60 and 46+43. Removed AC. Pavement Between Sta 45+60 and 46+43.
SATURDAY 10	No Work By Contractor

REMARKS

ACCOMPLISHED THIS WEEK: Completed 80% of the Excavation Between Stations 38+50 and 48+00. Placed 18% of the Aggregate which is required on the project.

ANTICPATED NEXT WEEK: Complete General Excavation and Begin Construction Concrete Curbs.

SIGNED _____ LOCATION 2115 SE Morrison
Portland, OR 97214

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

1435

MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-5000

DONALD E. CLARK
COUNTY EXECUTIVE

February 19, 1982

Oregon State Treasury Department
Room 159
Capital Bldg.
Salem, OR 97310

Gentlemen:

Enclosed is a limited power of attorney for State Local Government Investment Pool account "Multnomah County FAU Road Account 4640" for the purpose of creating a fund from which to pay Multnomah County's share of NE 242nd Drive - Buxton Road section of Cherry Park Road.

We have transferred $90,670 to this account upon instructions from the Department of Transportation.

Sincerely yours,

Kay L. Bowser

Kay L. Bowser,
Financial Technician

KLB:vh

Enc.

AN EQUAL OPPORTUNITY EMPLOYER

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

MULTNOMAH COUNTY, OREGON, hereby appoints the Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division, and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrants to the account of the Oregon State Department of Transportation, Highway Division with the Oregon State Treasurer.

MULTNOMAH COUNTY, OREGON, has deposited with the State of Oregon Investment Pool the sum of $ 90,670 . The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with N. E. 242nd Drive - Buxton Road Section of Project Name Cherry Park Road - FAU #9880, in Multnomah County, Oregon.

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation, to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either, upon a voucher in a form acceptable to the custodians of the State Investment Pool, shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by the Chief Executive Officer of Multnomah County, Oregon, this 18th day of February, 1982.

APPROVED AS TO FORM:

Jesse Ravis assistant counsel
JOHN B. LEAHY
County Counsel for
Multnomah County, Oregon

Donald E Clark
Donald E. Clark
Executive Officer
Multnomah County, Oregon

Orig. hand-delivered to Jon Rose
per OJ Domreis 2/18/82.
C. Kramer

9435

February 2, 1982

ACC

Oliver J. Desrais
County Engineer
Multnomah County
2115 S.E. Morrison
Portland, Oregon 97214

Dear Oliver:

On January 28, 1982 we received a satisfactory bid from Bonstan Construction Company, P.O. Box 32, Clackamas, Oregon 97015 for the N.E. 242nd Drive-Buxton Road Section of Cherry Park Road (FAU 9880) in Multnomah County.

As described in our Agreement No. 6741, we anticipate the financial sharing of construction cost will be:

Contractor's Bid		$563,442.00
Anticipated Additional Items:		
Permanent Signing	$8,000.00	
Permanent Pavement Striping	2,000.00	
Asphalt Cement Adjustment	5,000.00	$ 15,000.00
Subtotal		$578,442.00
4 1/2% Contingencies		26,029.89
Engineering by County		- 0 -
Basis for Computation of County Share:		$604,471.89

COUNTY SHARE: 15% of $604,471.89 = $90,670

We will award the contract when we receive your advance deposit in the amount of $90,670, which should arrive not later than February 19, 1982.

On the attached sheet we have described the three options for making your advance deposit. Please use the option of your choice.

Very truly yours,

D. E. Swan, P.E.
Operation Programming Engineer

DES:pf
Attachment
bcc w/AD # 82-8: Jon Rose, Metro
Vern Skoog - Please return completed AD # 82-8 when advance deposit is received.

9435 C Portland

DES 15

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: George Stillman
PROJECT MANAGER

DATE: January 15, 1982

FROM: Lyle K. Watson
Final Design Supervisor

SUBJECT: N. E. 242nd Dr.-Buxton Rd. Section
FAU 9880 (Cherry Park Rd.)
Multnomah County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

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ROAD DESIGN SECTION

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The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9200-00	Cherry Park Rd.	Centerline	Profile Grade
9200-01	Cherry Park Rd.	Centerline	Subgrade
9200-02	Buxton Rd.	Centerline	Profile Grade
9200-03	Buxton Rd.	Centerline	Subgrade

Attachment

cc: Jim Grassman

Contains Recycled Materials

9435

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

F I L E January 12, 1982

/s/ L. W. Rulien
H. S. Counter, PE
State Highway Engineer

Footpaths and Bicycle Trails
January 28, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened January 28, 1982 on the following projects:

1. Baldock Safety Rest Area (Near Wilsonville)
   Pacific Highway, Clackamas County
   Building Alteration

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Columbia County Pavement Marking Project No. 2
   Various County Roads and City Streets, Columbia County
   Pavement Marking

   Same as No. 1.

3. Columbia River Highway @ S.W. E.M. Watts Road and S.W. Maple St. (Scappoose)
   Columbia River Highway, Columbia County
   Traffic Signals

   Same as No. 1.

4. Marion County Pavement Marking Project No. 2
   Various County Roads, Marion County
   Pavement Marking

   Same as No. 1.

5. Charles H. Reynolds, Baker Valley, Weatherby and Ontario Safety Rest Areas
   Old Oregon Trail Highway; Union, Baker and Malheur Counties
   Building Alteration

   Same as No. 1.

6. Beaverton-Hillsdale Highway @ S.W. 197th Avenue (Beaverton)
Beaverton-Hillsdale Highway, Washington County
Traffic Signals

Same as No. 1.

7. Shields Creek-Nuns Creek
Coos Bay-Roseburg Highway, Douglas County
Grading and Paving

Two twelve-foot lanes with eight-foot shoulders throughout the project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

8. Fiddle Creek Bridges
Fiddle Creek Road, Lane County
Grading, Paving and Structures

Twenty-four-foot aggregate with twenty-four- to twenty-eight-foot paved approaches. All three structures have twenty-three-foot six-inch roadways.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. Blackhorse Creek (Lexington) Bridge
Arcade Street (Lexington), Morrow County
Structure

Structure replacement. Roadway width on structure thirty-one feet three inches.

Same as No. 7.

10. Juniper Canyon Road-Lexington/Echo Highway
Bombing Range Road, Morrow County
Grading and Paving

Twenty-two-foot roadway with four-foot shoulders.

Same as No. 7.

11. N.E. 242nd Drive-Buxton Road
Cherry Park Road, Multnomah County
Grading and Paving

Roadbed variable thirty to forty-four feet. Five-foot sidewalks to be constructed where space allows. Some existing sidewalk. Intermittent sidewalks for pedestrian use and shared roadway for bicycle use.

12. Church Road-Pacific Highway, West
Willamina-Salem Highway, Polk County
Grading and Paving

Bikeway project. Twenty-four-foot travel way with twelve-foot left-turn median lane as necessary. Five-foot shoulder bikeway to be constructed.

HSC:RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

7435

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-6-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9880(2)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Multnomah
	5. ITEM NO. 80364	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
1/6/82	FAU 9880	County Road

10. GENERAL LOCATION:

NE 242nd Drive - Buxton Road Section

11. GENERAL DESCRIPTION OF WORK

Grade, drain and high type pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*

Permanent Signing S.F. $8,000
Permanent Pavement Striping S.F. $2,000
Asphalt Cement Adjustment $5,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 1/4/82 requested and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $925,243 Federal Funds $786,456.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JAN 13 '82
ROUTING
FILE

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
1/6/82	S. K. Kinnes	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Section N.E. 242ND Dr. - Division Rd Programm Estimate $ _____

Highway FAU 9880 (Cherry Park Rd.) Project Length 1.50 miles

County Multnomah 12-22-81 Completion Time 180 Calendar Days

Kind of Work Grading & Paving Est. Comp. Date 8-28-82

Prefix 226-1903 Letting Date Jan 28, 1982 Project No. IX-9880(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 764,474 00

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing	8,000 00	
Permanent Pavement Striping	2,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment	5,000	
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing (Engineering)		
"OPTICOM" Testing (Engineering)		
Bikeway Signs		
		$ 15,000

Adjust Utilities:

_____		
_____		
_____		
_____		
_____		

Subtotal	$	779,474 00
Contingencies (4-1/2%)		35,076 33
Engineering (X, 9, 11%)		70,152 66
Subtotal	$	884,702 99
Credit for _____		
Estimated Net Authorization, Construction	$	884,702 99

APPROVED

cc: Earl Mershon
Jon Rose

_____
Road Design Engineer

Rec'd 12-28-81 @ Ok

KEH

Rev. 3/81

T

OREGON STATE HIGHWAY DIVISION

SUMMARY ~~BID SCHEDULE COST ESTIMATE~~

Sheet 1 of 2

Date Sept. 23, 1981

Section N.E. 242nd Drive - Buxton Rd. County Multnomah

End Of Work Grading & Paving Length .45 mi. Name ~~McGrath~~ Bergsb

COST ANALYSIS UNIT. 12-22-81 ka

THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 1-28-82

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(8%)	56,600
	Temporary Protection and Direction of Traffic		All	All	7,500	7,500
	Temporary Signs		Sq. Ft.	~~125~~ 230	6 00	1380 00
	Temporary Barricades		Each	~~8~~ 8	125 -	1000 00
	Flagmen		Hour	~~850~~ 875	22 50	19,687 50
	ROADWORK					
	Clearing and Grubbing		All	All	-	25,000
	Removal of Structures and Obstructions		All	All	-	5000
	General Excavation		Cu. Yd.	17,655	3 50	61,792 50
	French Excavation		Cu. Yd.	3,063	8 00	24,504
	Granular Backfill		Cu. Yd.	2,107	10 00	21,070
	Finishing Roadbed and Slopes		All	All	-	12,000
	Watering		M. Gal.	470	10 00	4,700 00
	~~Coarse~~ 1½"-0 Aggregate Base		Ton	~~14,200~~ 14,500	9 50	137,750
	3/4"-0 Aggregate Base		Ton	1,920	9 50	18,240

OREGON STATE HIGHWAY DIVISIO

SUMMARY ~~BID SCHEDULE COST ESTIMATE~~

Sheet 2 of 2

Date Sept. 23, 1981

Section N.E. 242nd Drive - Buxton Rd. County Multnomah

Kind Of Work Grading & Paving Length .45 mi. Name ~~McGrath~~

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Class "B" or "C" Asphalt Concrete Mixture		Ton	~~4,100~~ 7,010	18 00	126,180 00
	Asphalt Cement in Mixture		Ton	~~360~~ 390	175 00	68,250
	Asphalt in Tack Coat		Ton	12 to	250 00	3,000 00
	Special Dust Oil		Ton	25	200 00	5,000
	8-inch Sewer Pipe		Lin. Ft.	613	18 00	11,034
	12-inch Sewer Pipe		Lin. Ft.	266	22 00	5,852
	24-inch Sewer Pipe		Lin. Ft.	1,489	31 00	46,159
	30-inch Sewer Pipe		Lin. Ft.	50	39 00	1,950 00
	Extra For Pipe Under Pavement		Lin. Ft.	280	15 00	4,200
	Bedding Material		Cu. Yd.	674	10 00	6,740
	Concrete Manholes "APS"		Each	3	1400 00	4,200
	Concrete Manholes "BPS"		Each	3	1400 00	4,200
	Concrete Inlets, Type CG		Each	11	400 00	4400
	Concrete Inlets, Type G-1		Each	10	500 00	5,000
	Setting Monument Boxes		Each	11	100 00	1,100 00
	Concrete Walks		Sq. Yd.	2,460	12 50	30,750
	Concrete Driveways		Sq. Yd.	360	16 50	5,940 00
	Concrete Curbs		Lin. Ft.	5,010	4 50	22,545
	Extra for Asphalt Approaches		Each	18	175 00	3,150 00
	Adjusting Manholes		Each	22	175 00	3,850 00
	Reconstructing Concrete Manholes		Each	3	550 00	1,650 00
	Furnishing and Installing Mailbox Posts		Each	31	100 00	3,100 00

7435

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

December 28, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80364
Project No. IX-9880(2)
NE 242nd Drive-Buxton Road Sec.
Multnomah County

Attached support data consists of PR-1 forms and project maps for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on January 28, 1982.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bkc
Attachments

cc: R.N. Bothman (Metro)
Ed Hardt (Region 1)
Jon Rose (Metro)
Earl Mershon (Metro)
Gary Zehner (w/att.)
General Files

KEH

Form 734-3122

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

12-28-81

CARD 2 — REPORT NUMBER (10)–(20) — PROJECT LOCATION (45 typewriter spaces) (21–65): St., NE 242nd to Troutdale Rd. (Troutdale)

ADT — PRESENT — FUTURE ----- (66–70) — YEAR ---- (71–72) — REGION: 10 — STATE NAME: Oregon

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (26–62): Gr., Dr., H-T Pave — NATL. FOREST (63–64) — FH ROUTE NO. (65–67) — SUPV. AGCY (68) — DA CLASSIF. (69) — DA AREA (70–71) — EMERG. YR. (72–73) — PL. AUTH YR. (74–75)

PROJECT NUMBER — PREFIX LETTER (8): IX- (14–23) — NUMBER: 9880 (7)

CARD 4 — CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded — COUNTY NAME: Multnomah

NAME OF URBAN AREA (17-81): Portland — ROUTE NO. U — FEDERAL-AID: 9880 (32) — STATE: Street * (36–37) — U.S.: ---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54–58)	TOTAL ESTIMATED COST (59–66)	FEDERAL FUNDS 85% (67–76)	STATE FUNDS	OTHER FUNDS Co.
5					PE							
5					ROW							
5					CONST (CODE) 6201		"NE 242nd Drive-Buxton Rd. Section"	1.499	884,750	752,040 (I-80N)	----	132,710
								1.499	884,750	752,040	----	132,710

(10) (23) (24) (33)

CARD 1 — CODE 1 — PREPARED BY: JLG — PROJECT TOTALS

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES: 8-14-78, 9-25-81

REMARKS: Additional Data: Ite No.

*NE Cherry Park Rd.

2261903

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-81)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

12-28-81

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
, NE 242nd to Troutdale Rd. (Troutdale)	ADT		-----	----	10	Oregon	41	772	80364

WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	HWY AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ave								IX-	9880	(2)		

Interstate Substitutions General Funded

Portland

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO. U | FEDERAL-AID: 9880 | STATE: Street * | U.S.: ---

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS Co.	CHARACTER OF PROPOSED WORK (Full description)
E								
OW								
ONST (CODE) 6201		"NE 242nd Drive-Buxton Rd. Section"	1.499	884,750	(I-80N) 752,040	----	132,710	
JLG		PROJECT TOTALS	1.499	884,750	752,040	----	132,710	

APPROVAL DATES: 8-14-78; 9-25-81

*NE Cherry Park Rd.

REMARKS: Additional Data: Item No. 80364; Project No. IX-9880(1).

USCOMM DUSCOMM-DC 48808-P6

NE 242nd Drive-Buxton Rd. Section
Project No. IX-9880(2)

REMARKS - continued

Project Data: The work consists of grade, drain and high-type pave a roadway section basically as tabulated below and perform incidental work common to this type of project.

STA-STA	PVM'T WIDTH	1' SHLD LT	1' SHLD RT	CURBS LT	CURBS RT	5' WALKS LT	5' WALKS RT
0+82 - 8+00	44'			X	X	X	X
8+00 - 27+00	30'	X	X				
26+00 - 38+00	37'	X			X		
38+00 - 48+38	30'	X	X				
48+38 - 66+60	37'	X			X		
66+60 - 78+98	38'			X	X	X	X

Accommodation of Utilities: A State-County Agreement No. 6741 complying with paragraph 6d(1) of PPM 30-4.1 was executed on 11/28/78.

Maintenance: A State-County agreement No. 6741 complying with Section 116, Title 23 U.S.C. was executed on 11/28/78.

NOTE: 1) This project is in Congressional District No. 3.
2) On-the-job trainees, as set forth in FHPM 6-4-1-2, on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.
3) Included in FY '82 AP in MSD 10/81 AE/TIP on page 60 as #82.

7435

117 DOT Building
Salem, Oregon 97310

Highway # 726
Prefix 226-1903

Attention: Right-of-Way Section

Subject: Federal Aid Project No. IX-9880(1)
Project Name NE 242nd Street - Buxton Road Section, Cherry Park Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at _____, Oregon, this _____ day of _____, 19__

County of Multnomah

12-10-81 Donald E. Clarke
County Judge/Chairman

Certified By:
Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 12-16-81

_____
Commissioner

_____
Commissioner

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

7435 8-17-81

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary Sheet
2-A	Standard Sheets
2-B	
2-C	
2-D	Pipe Data Sheet
2-E	Temporary Protection & Direction of Traffic
3-9	Plan & Profile

Dwg. No's
S-1 Std. Signing Details (Installation)
S-1.2 Std. Signing Details (Construction Signs)

STATE OF O

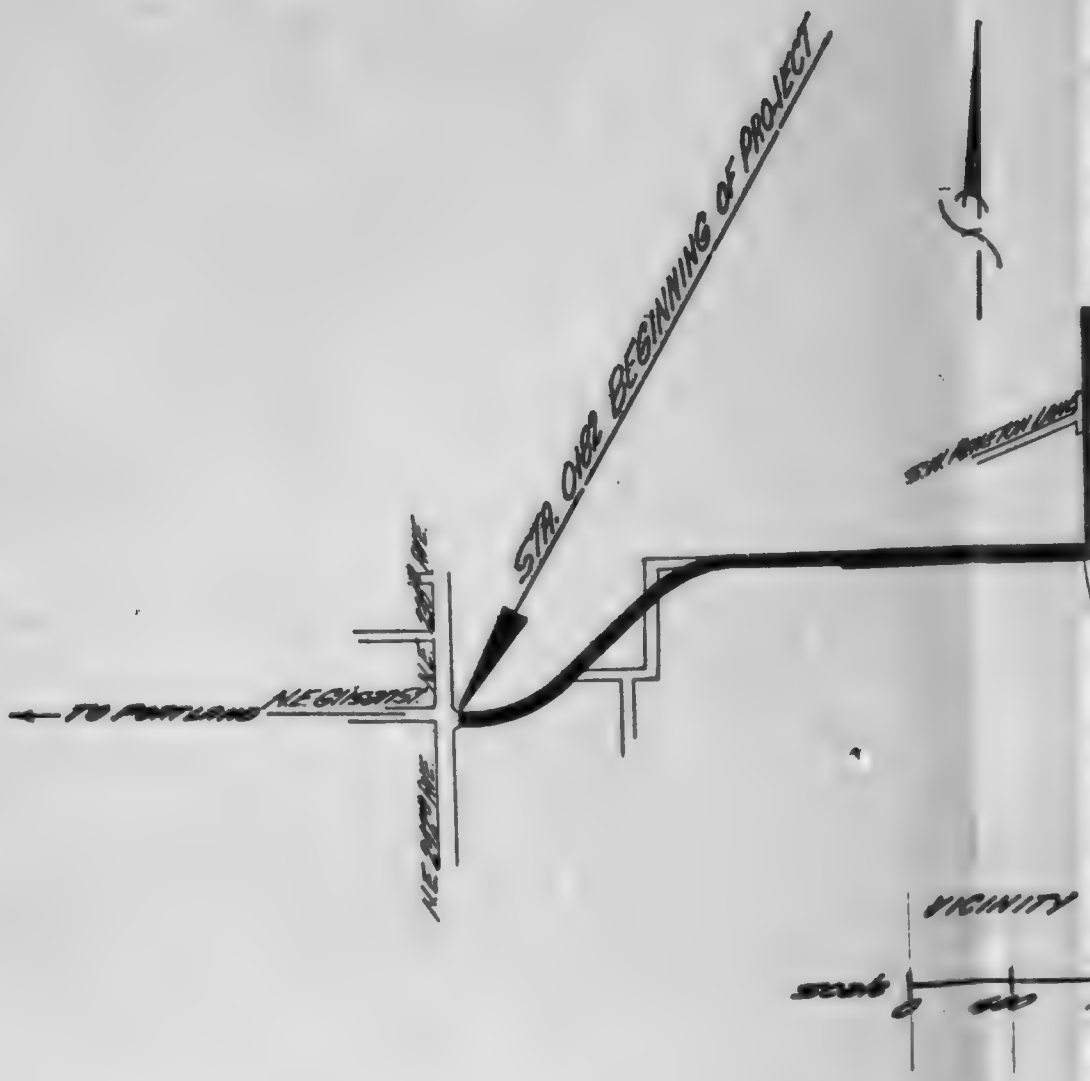
STATE HIGHWA

PLANS FOR PROPOS

N.E. 242nd DRIVE to BU

FAU 9880 (CHE

MULTNOMAH



overall length of Project 1.51 miles

E OF OREGON

GHWAY DIVISION

R PROPOSED PROJECT

PRELIMINARY COPY
AUG 4 1981
SUBJECT TO CHANGE
FINAL DESIGN UNIT

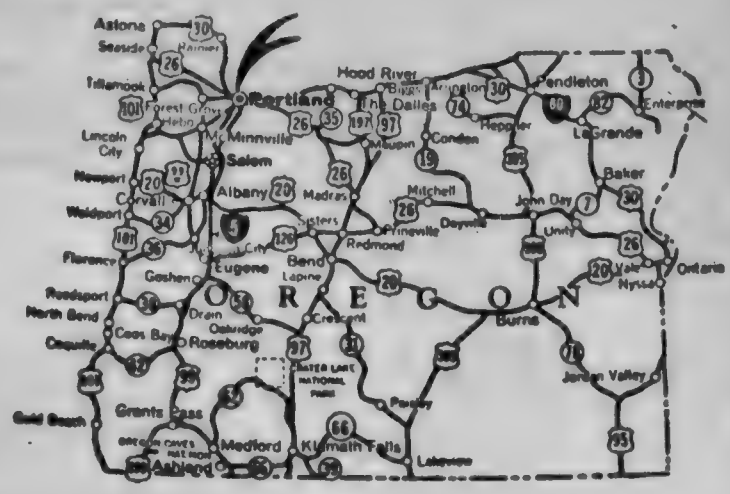
N.E. 242nd Dr. - BUXTON RD. SECTION FAU 9880 CHERRY PARK RD. MULTNOMAH COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

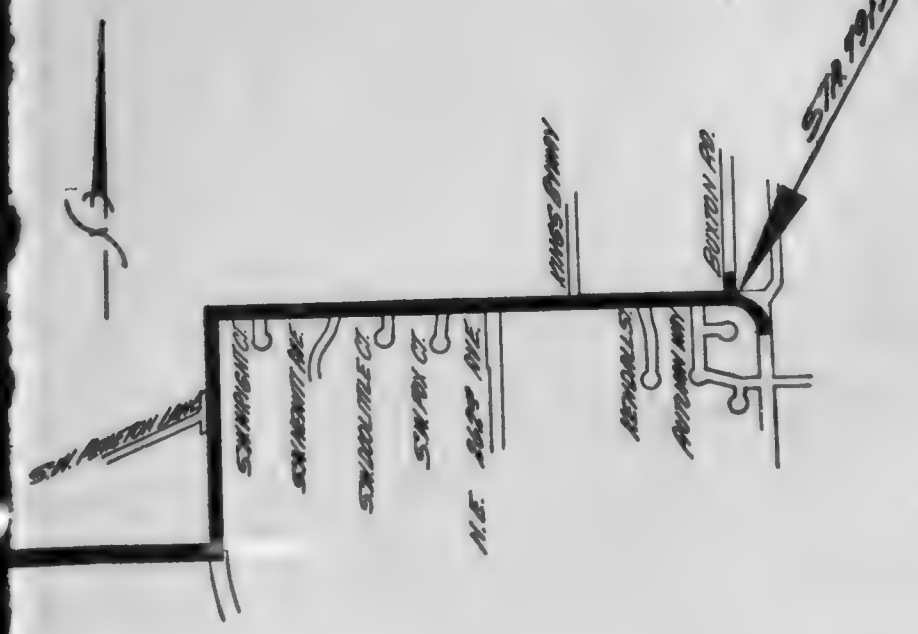
FAI-X

BUXTON RD. SECTION

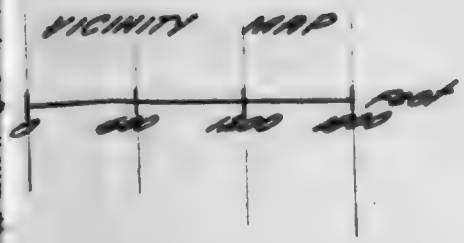
(CHERRY PARK RD)

MULTNOMAH COUNTY





VICINITY MAP



APPROVED AS NOTED

For MULTNOMAH COUNTY

Date 8-17-81

OREGON TRANSPORTATION COMMISSION

ANTHONY STANLEY CHAIRMAN
JOHN HALLEY VICE-CHAIRMAN
GORDON CULLEMAN COMMISSIONER
PETER A. BROWN COMMISSIONER
MICHAEL P. MULLIGAN COMMISSIONER
FRED A. HARRIS DIRECTOR OF TRANSPORTATION

PLANS PREPARED FOR
MULTNOMAH COUNTY

BY: _____

REGISTERED PROFESSIONAL ENGINEER 3969 OREGON MAY 4, 1956 OLIVER I. DOMRES

PLANS AND SPECIFICATIONS APPROVED BY

	TITLE	DATE

OREGON DEPARTMENT OF TRANSPORTATION
CONCURRENCE

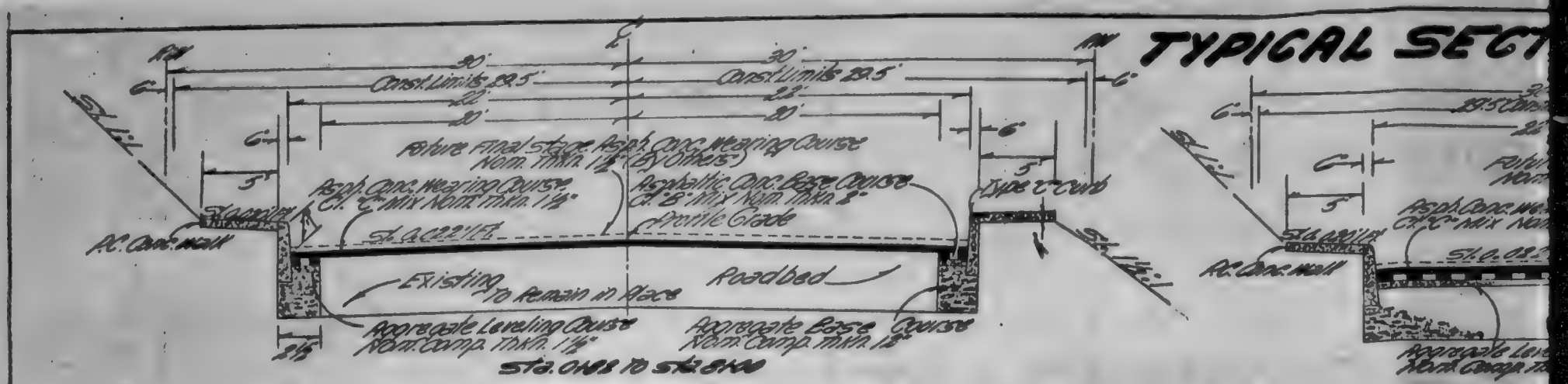
TECHNICAL SERVICES ENGINEER DATE

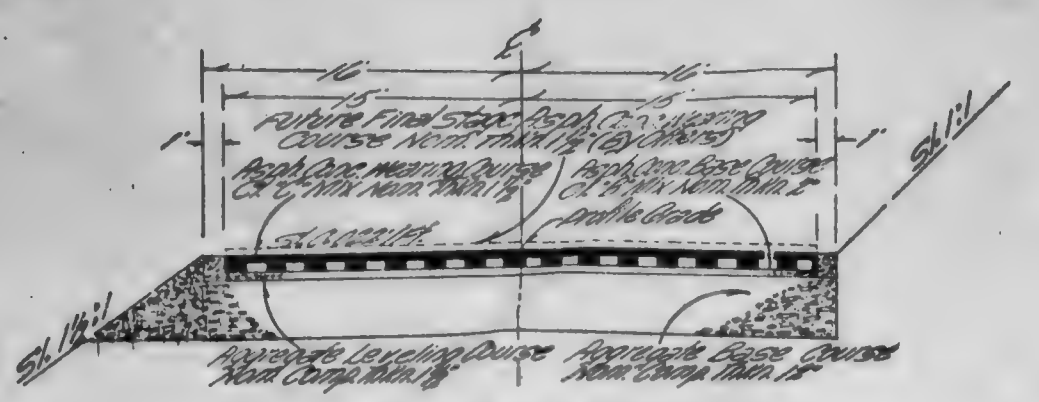
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

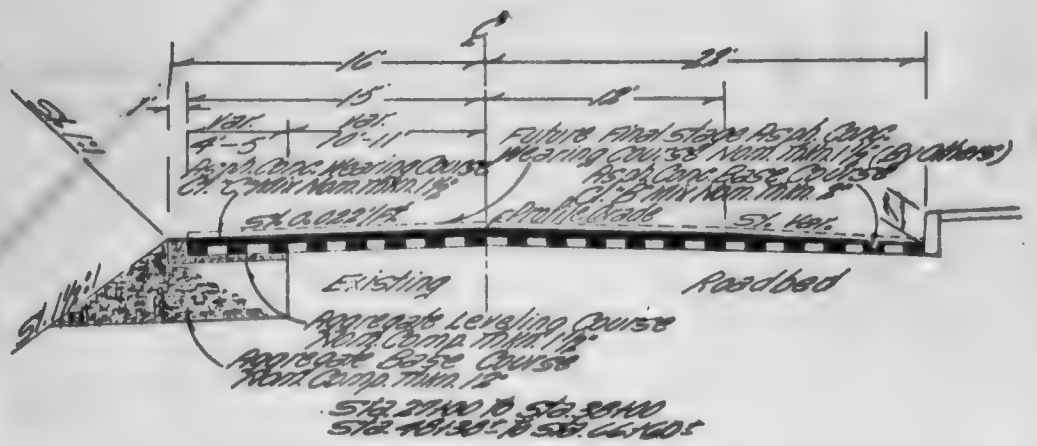
APPROVED:

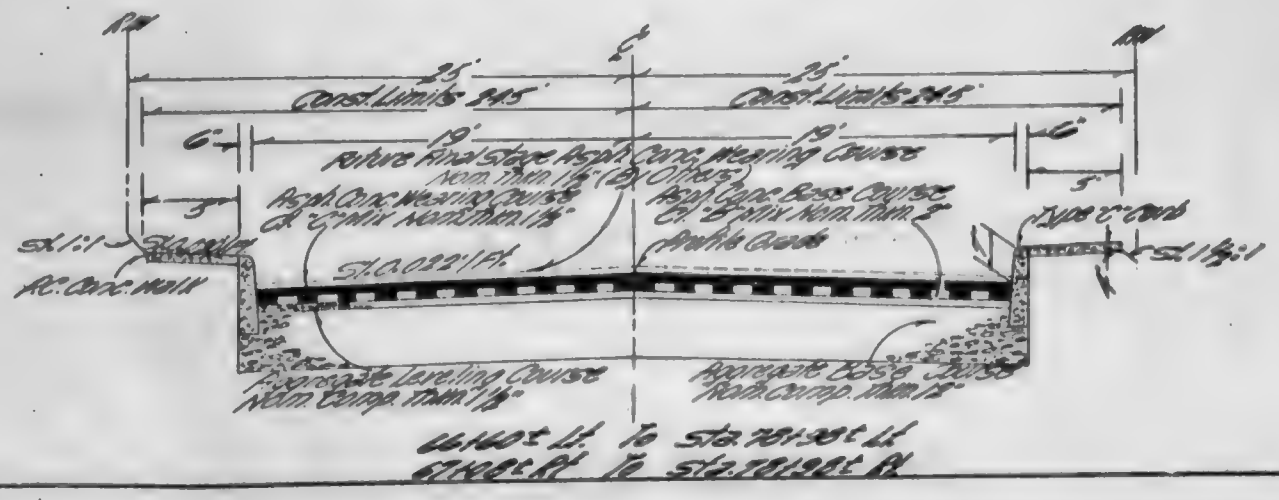
DISTRICT ENGINEER DATE

TYPICAL SECT


Const. Limits
Future Final Stage Asph. Conc. Wearing Course Nom. Thkn. 1½" (By Others)
Asph. Conc. Wearing Course Cl. 'C' Mix Nom. Thkn. 1½"
Asphaltic Conc. Base Course Cl. 'B' Mix Nom. Thkn. 3"
Profile Grade
Existing To Remain in Place
Roadbed
Aggregate Leveling Course Nom. Comp. Thkn. 1½"
Aggregate Base Course Nom. Comp. Thkn. 12"
Type 'C' Curb
Sl. 1½:1
Sl. 1:1
AC. Conc. Wall
STA. 0+00 TO STA. 6+00


Future Final Stage Asph. Conc. Wearing Course Nom. Thkn. 1½" (By Others)
Asph. Conc. Wearing Course Cl. 'C' Mix Nom. Thkn. 1½"
Asph. Conc. Base Course Cl. 'B' Mix Nom. Thkn. 3"
Profile Grade
Aggregate Leveling Course Nom. Comp. Thkn. 1½"
Aggregate Base Course Nom. Comp. Thkn. 12"
Sl. 1:1
Sl. 1½:1
STA. 6+00 TO STA. 27+00
STA. 30+00 TO STA. 47+35

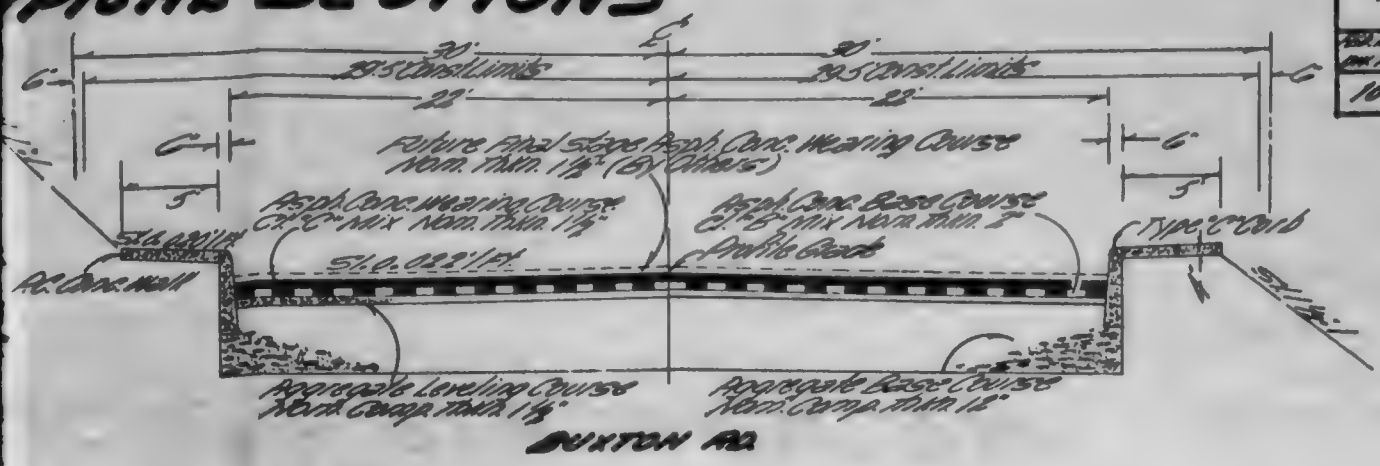

Future Final Stage Asph. Conc. Wearing Course Nom. Thkn. 1½" (By Others)
Asph. Conc. Wearing Course Cl. 'C' Mix Nom. Thkn. 1½"
Asph. Conc. Base Course Cl. 'B' Mix Nom. Thkn. 3"
Profile Grade
Existing
Roadbed
Aggregate Leveling Course Nom. Comp. Thkn. 1½"
Aggregate Base Course Nom. Comp. Thkn. 12"
Sl. 1½:1
STA. 27+00 TO STA. 28+00
STA. 47+35 TO STA. 48+00


Const. Limits
Future Final Stage Asph. Conc. Wearing Course Nom. Thkn. 1½" (By Others)
Asph. Conc. Wearing Course Cl. 'C' Mix Nom. Thkn. 1½"
Asph. Conc. Base Course Cl. 'B' Mix Nom. Thkn. 3"
Profile Grade
Aggregate Leveling Course Nom. Comp. Thkn. 1½"
Aggregate Base Course Nom. Comp. Thkn. 12"
Type 'C' Curb
Sl. 1:1
Sl. 1½:1
AC. Conc. Wall
STA. 48+00 Lt. TO STA. 70+50 Lt.
STA. 48+00 Rt. TO STA. 70+50 Rt.

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.

DO NOT SCALE

TYPICAL SECTIONS



N.E. 34th ... DUXTON RD. SECTION
FROM 33rd to CHERRY PARK RD
MULTNOMAH COUNTY

SHEET NO. 2

ROAD AUTH. OR NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS SHEET INDEX
10	OREGON			

SUMMARY

ITEM	UNIT	QUANTITY		
Mobilization	ALL	ALL		
Temporary Protection & Direction of Traffic	ALL	ALL		
Temporary Signs	SQ FT	100		
Flagmen	HOUR	1500		
General Excavation	Cu. Yd.	5200		
Ditches & Sidehill Steps	ALL	ALL		
1½" - 0 Aggregate in Base	TON	1200		
3/4" - 0 Aggregate in Base	TON	4500		
3/4" - 0 Aggregate in Shoulders	TON	220		
Mulching	SQ YD	450		
Concrete Curb Type "C"	LIN FT	3300		
Concrete Driveways 6-Inch Thick	SQ YD	120		
Concrete Driveways 8-Inch Thick	SQ YD	2210		
Asphaltic Concrete Cl "B" Mixture	TON	3900		
Asphaltic Concrete Cl "C" Mixture	TON	2050		
Asphaltic Cement in Mixture	TON	354		
Asphalt in Tack Coat	TON	9		
Extra for Asphalt Approaches	SQ YD	5		
Setting Monument Boxes	Each	11		
Mail Box Posts	LIN FT	171		
Reset Mail Box Posts	Each	31		
Remove Oil Mat	SQ YD	1300		
Concrete Removal	SQ YD	223		
Clearing & Grubbing	ALL	ALL		
Removal of Structures & Obstruction				
Dust Oil	TON	23		
Trench Exc.	CU YD	2023		
Bedding & Encasement	CU YD	634		
Granular Backfill	CU YD	2127		
30" C.S.P.	LIN FT	50		
24" C.S.P.	LIN FT	3553		
12" C.S.P.	LIN FT	216		
8" C.S.P.	LIN FT	301		
Concrete Inlet Type "C"	Each	9		
Concrete Manhole	Each	6		
Extra for under Pavement	SQ YD	100		
Adjust Manhole	Each	15		
Reconstruct Manhole	Each	3		
Concrete Inlet Type B-1	Each	2		

NOTE
THE SCALE OF THIS PRINT IS APPROXIMATELY 45% OF THE ORIGINAL DRAWING.

DO NOT SCALE

9435

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-9880(1)
242nd Drive-Troutdale Road Section
Cherry Park Road, Multnomah County

Date: August 6, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Versteeg's August 5, 1981, letter explains the stage construction concept supporting the public interest finding for deviating from normal design standards for initial construction on this project. This concept will accommodate a much needed improvement with limited funding.

I concur with your public interest determination. This will confirm FHWA agreement with your proposed deviation from standards as stated in my July 28, 1981, memorandum.

G. K. Hansen
for Dale E. Wilken

RECEIVED
STATE HWY ENGR
AUG 11 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9435

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

7-30-81

Hwy 726

Attention: Right-of-Way Section

Subject: Federal Aid Project No. FAU 9880

Prefix 226-1903

Project Name NE 242nd Street - Troutdale Road Section, Cherry Park Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon, this 30th day of July, 1981

County of MULTNOMAH

[signature]
County Judge/Chairman

County Engineer

Commissioner

Commissioner

Certified By:

[signature]
Regional Right-of-Way Supervisor

Date 7-30-81

Instructions: Complete A or B and C.
R/W File No. _____
Rev. 1/76

Cv : Bp

9435

GENERAL FILES

2

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-9880(1)
242nd Drive-Troutdale Road Section
Cherry Park Road
Multnomah County

Date: July 28, 1981

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Christensen's July 17, 1981, letter documenting deviations from AASHTO Standards has been reviewed. The concept has also been discussed with the County during routine field contacts.

My April 22, 1981, letter to Mr. Potter indicated a need for a supported finding in the Public Interest. An attachment to Mr. Christensen's letter (Adams to Hunter dtd 7-8-81) summarizes such a finding by the County and refers to a support document prepared by Mr. Domreis. That document was not provided for review. The "finding" as submitted seems to be weak.

In an effort to avoid project development delays I concur in the proposed deviation from standards subject to receipt of adequate support for the Public Interest finding. Future findings would be easier to process if a complete package could be assembled with a confident statement of supporting rationale.

Dale E. Wilken

RECEIVED
STATE HWY ENGR
JUL 29'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy
7/30

CON 21-1
Mult Co.

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 17, 1981

RECEIVED
STATE HWY ENGR
JUL 17 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn. Glenn K. Hossner

Dear Sir:

N.E. 242nd Drive-Buxton Road Section
FAU 9880 (Cherry Park Road)
Multnomah County

The purpose of this project is to upgrade Cherry Park Road to major collector standards west of 257th Avenue and minor collector standards east of 257th Avenue.

The present alignment has four right-angle curves with a maximum grade of 5.4+ percent. The roadway is in a deteriorated condition with narrow travel lanes and gravel shoulders. Speeds are posted at 35 MPH. Present ADT is 3,000 to 4,000 with 5,000 (1990) projected.

Proposed construction at the west end of the project will have a 44-foot curbed section with 5-foot walks for a length of 718 feet. The new alignment in this area will also eliminate two right-angle curves.

Proposed construction at the east end of the project will have a 38-foot curbed section with 5-foot walks for a length of 1,238 feet. This section is in a built-up area with 50 feet of right-of-way.

The proposal for the remaining 5,860 feet would be a 32-foot top width roadbed with 30 feet of asphalt concrete pavement. This section would be improved to the desired 44-foot curbed section with 5-foot walks by the subdivision developer when the adjacent land is developed. (See attached letters from R. W. Hufstader, Environmental Coordinator, Multnomah County, and Don Adams, Project Development Manager, DOT Metro Division.)

This letter is submitted as documentation on the exception

to minimum design criteria as set forth in the "Geometric Design Guide for Local Roads and Streets".

The project is scheduled for the September 24, 1981 contract letting.

Very truly yours,

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Acting Road Design Engineer

bc H. S. Coulter (enc.)
E. S. Hunter "
D. H. Moehring "
R. N. Bothman
E. L. Hardt
Al Hansen
L. K. Watson

AH:ja

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8244
Date: July 8, 1981

TO: E. S. HUNTER
Ass't. State Highway Engineer

File No: 226-1903

FROM: DON ADAMS
Project Development Manager

SUBJECT: 242nd - Troutdate Road
Cherry Park Road
Multnomah County

1 Verstteg
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 10 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up E. S. HUNTER
Action

The County has completed the design on the section of Cherry Park Road from 700 feet east of 242nd to 262nd Avenue with less than standard pavement width. A major portion of this above length would have a 32-foot top width roadbed with 30-feet of asphalt concrete pavement. Multnomah County is requesting federal concurrence in the deviation from design standards.

The County views the reduced roadway width as an interim solution and in the public's best interest from a cost standpoint. The attached letter from Oliver J. Domreis, County Engineer, supports this finding, indicating that in the future the roadway will be widened to an urban 44-foot standard arterial section by the adjacent developers. County ordinances allow the requirement of dedication of land for approval of sub-divisions and also requires the sub-division developer to improve road frontage to county standards. The County feels that public funds should not be borne at this time and that the roadway improvements would progress as land developed. The County feels that realignment and improved roadway surface is necessary at this time for a safer driving condition. These minimum improvements will carry the traffic demand until developers complete the roadway section, generating the need for the future roadway improvements.

Metropolitan Administration concurs in this interim approach in not spending scarce construction funds for additional right-of-way and construction that will be required from the developers adjacent to the roadway prior to the additional traffic generation that will use the roadway. Please forward to FHWA region office for concurrence of their proposal for a substandard roadway section.

DF:PV

cc Jim McClure
Ken Limbocker
Don Fantz
Frank Terpin - Under separate letter final design plans will be forthcoming

Attachment

REFERRED TO
Board Staudenmeyer
Cole Mast
Eriksen Wilson Hansen
Hager Dorn Lee
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
TECHNICAL SERVICES
JUL 9 '81
REFER TO Venstteg
FOR

Info	Invest	R/D	D/R	Sign	Agt	File
					X	

7-10-81
Duane
Pls develope case
for exception to standards.
ESH.
cc Adams 7-10-81

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

December 22, 1980

Mr. Jef Kaiser
Oregon Department of Transportation
5821 N. E. Glisan
Portland OR 97213

RE: Cherry Park Road (#226-1903) Recategorization

Dear Mr. Kaiser:

As per our recent discussions, I am submitting this follow-up information concerning pedestrian/bicycle traffic between 242nd and 262nd Avenues.

Curbs and sidewalks will be constructed along this section of roadway as the area develops. The roadway will be a 44' standard arterial built by developers under County ordinance.

A unidirectional bike lane will be striped on each side at 11' from center on the 30 foot wide roadway. The 44' section (from 242nd east 700') will also have striped bikeways. No parking will be allowed in this length of roadway. The bikeway will connect with the 257th Avenue north/south bikeway in accordance with the County "Bicycle Corridor Concept Plan".

The County will not curb the Sandy Road intersection at Troutdale Road.

If you have any further questions, please don't hesitate to contact me.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

R. W. HUFSTADER
Environmental Coordinator

MA PDM PDE FFM SPC
ODOT - METRO
MAY 29 1981
BMTPAR PPC FILE TIA

RWH:im

AN EQUAL OPPORTUNITY EMPLOYER

9435 (

Mult. Co.

ROAD DESIGN SECTION

K. D. Limbocker
Metro Design Engineer

July 21, 1981

Lyle K. Watson

Lyle Watson
Acting Final Design Engineer

Plan Review
N.E. 242nd Drive-Buxton Road
FAU 9880 - Cherry Park Road
Multnomah County

The accompanying plans have the following suggestions and revisions shown in red:

Sheet 1 - The contract letting date and Commissioners' names will be revised by Final Design.

The FAU number needs to be inserted in the title. This applies to all sheets.

Sheet 2 - Should typical section include an aggregate shoulder and ditch section?

Sheet 2A - Add note regarding Drawing No. 2051 to "Mailbox Post Installation" drawing.

Sheet 2D - Pipe Data Sheet has been corrected. Change two Type "CG" Inlets to Type "G-1" Inlets in uncurbed section.

Sheet 2E - Show protective measures to keep traffic out of work areas.

Sheet 3 - Need construction notes for driveways and approaches. Summary lists two types of driveways. This applies to all sheets.

Sheet 4 - Change Type "CG" Inlets to Type "G-1" Inlets.

Should existing fence that is inside the right-of-way be removed?

Sheet 5 - Will existing inlets have to be adjusted?

Is the sidewalk shown existing or to be constructed?

Sheet 6 - It appears that there are two or three additional manholes that need to be adjusted.

Sheet 7 - Will have to show the construction of sidewalk ramps at all street connections.

Should right-of-way lines shown on the plan sheets be so labeled? Will there be any construction or slope easements required?

Standard drawings are inserted when the plans are printed. It is not necessary to include mylar's of the standards with these plans.

AH:ja

Enc.

cc Al Hansen

9435

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E CLARK
COUNTY EXECUTIVE

July 6, 1981

Mr. Don Fantz
Resident Engineer, Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Re: Narrative Report - Cherry Park Rd. (242 - Buxton Rd), FAU 9880
FAU 9880 Prefix 226-1903

Dear Mr. Fantz:

The following are a few comments regarding Cherry Park Road. We are in hopes this project will be advertised soon in order to get the remainder of the utilities moved. Some utilities have already been relocated, and in these sections some work could be done this fall. The entire Right of Way from S.E. 262nd Ave. east to and including Buxton Road shall be required to be cleared.

There are three locations designated for overlay. This is to establish a better grade line and to beef up the base to specified strength.

The new storm sewer will be constructed from S.E. 262nd Ave. Easterly. All other storm line is in, and we plan to connect to it as shown on plans. We do not anticipate any traffic problems. The base design was designed by the Oregon State Highway Division. No right of way and no easements are required. There is no landscaping planned at this time.

The surrounding property is part farm land, residential and school property. We are eliminating two right angle turns and upgrading the remainder of the project.

We would like to specify 90 work days.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

Clayton Arthur
Associate Engineer

CA:ck

AN EQUAL OPPORTUNITY EMPLOYER

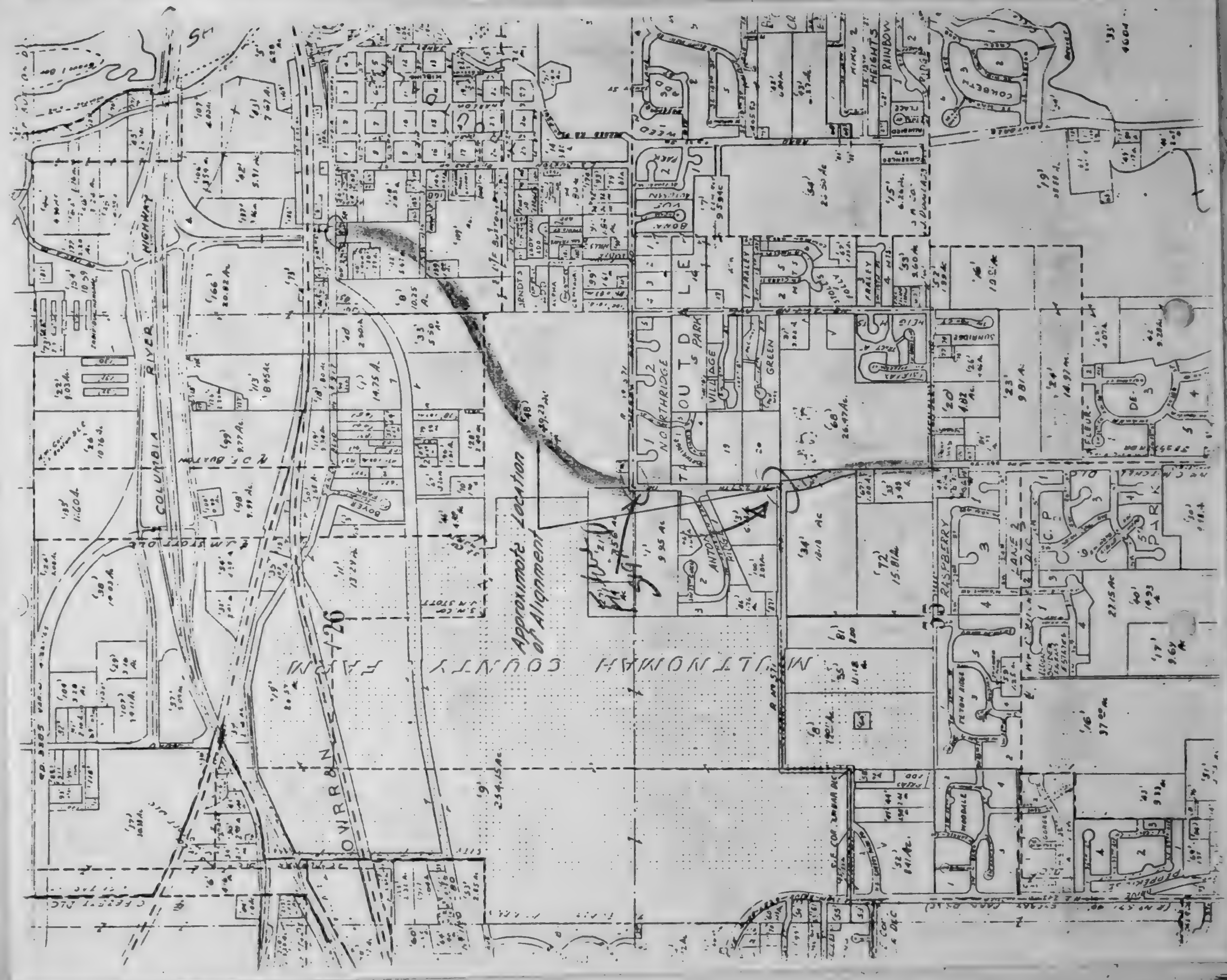
COST ESTIMATE

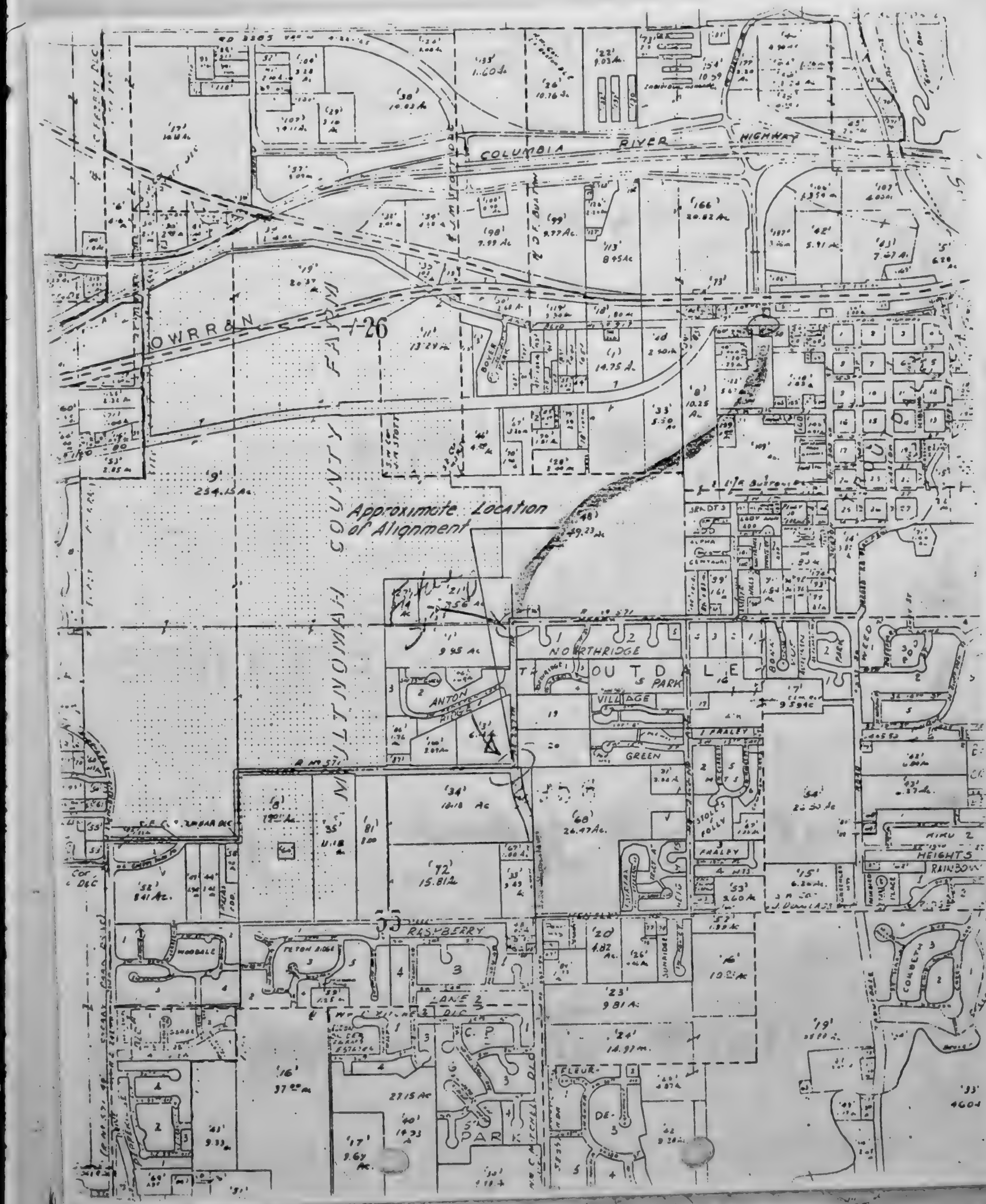
Cherry Park Road - 242 to Troutdale Rd., 5/21/81

	Unit	Quantity	Cost	Amount
Mobilization	All	All	$	$20,000
Temporary Protection and Direction of Traffic	All	All		7,500
Temporary Signs	Sq. Ft.	229	10	2,290
Flagmen	Hour	1,500	22	33,000
General Excavation	Cu. Yd.	15,200	6	91,200
Finishing Road Bed and Slopes	All		12,000	12,000
1 1/2"-0 Aggregate in base	Ton	12,100	8.80	106,480
3/4"-0 Aggregate in base	Ton	1,500	11	16,500
3/4"-0 Aggregate in Shoulders	Ton	190	15	2,850
Watering	"M" Gal.	450	12	5,400
Concrete Curb Type "C"	Lin. Ft.	3,990	5.50	21,945
Concrete Driveways, 6 inches thick	Sq. Yd.	190	18	3,420
Concrete Walls and Driveways, 4 inches thick	Sq. Yd.	2,210	16	35,360
Asphalt Concrete, Class "B" Mixture	Ton	3,900	22	85,800
Asphalt Concrete, Class "C" Mixture	Ton	2,730	22	60,060
Asphalt Cement in Mixture	Ton	384	175	67,200
Asphalt in Tack Coat	Ton	9	200	1,800
Extra for Asphalt Approaches	Each	5	100	500
Setting Monument Boxes	Each	11	150	1,650
Mail Box Posts	Lin. Ft.	171	8	1,368
Reset Mail Box Posts	Each	31	45	1,395
Remove Oil Mat	Sq. Yd.	1,300	3	3,900
Concrete Removal	Sq. Yd.	223		
Clearing and Grubbing	All	All		50,000
Removal of Structures and Obstructions	Lump Sum	All		5,000
Dust Oil	Ton	23	225	5,175
TOTAL				$641,793

Drainage Estimate

	Unit	Quantity	Cost	Amount
Trench Exc.	Cu. Yd.	3,063	7.00	$ 21,441
Bedding and Encasement	Cu. Yd.	674	12.00	8,088
Granular Backfill	Cu. Yd.	2,107	10.00	21,070
30" C.D.P.	Lin. Ft.	50	40.00	2,0[illegible]
24" C.D.P.	Lin. Ft.	1,489	30.00	44,67[illegible]
12" C.D.P.	Lin. Ft.	266	15.00	3,99[illegible]
8" C.D.P.	Lin. Ft.	381	11.00	4,19[illegible]
Concrete Inlet, Type "P"	Each	11	375.00	[illegible]
Concrete Manhole	Each	6	1,200.00	[illegible]
Extra For Under Pavement	Sq. Yd.	100	20.00	2,00[illegible]
Adjust Manhole	Each	12	120.00	1,44[illegible]
Reconstruct Manhole	Each	3	400.00	1,20[illegible]
TOTAL				$762,54[illegible]


COLUMBIA RIVER HIGHWAY
NORTHRIDGE
VILLAGE GREEN
RAINBOW HEIGHTS
RASPBERRY
PARK
Approximate Location of Alignment
OVERPASS
I-26
MULTNOMAH COUNTY


COLUMBIA RIVER HIGHWAY
OWRR&N
I-26
MULTNOMAH COUNTY FARM RD
Approximate Location of Alignment
NORTHRIDGE
OUTDOOR
ANTON RIDGE
VILLAGE
GREEN
RASPBERRY
LANE 2
HEIGHTS
RAINBOW
FLEUR-DE-
C. P.
PAR K

MULTNOMAH COUNTY FARM

Approximate Location of Alignment

OWR&N

I-26

COLUMBIA RIVER HIGHWAY

NORTHRIDGE

SUNRIDGE

VILLAGE GREEN

PARK

ROAD

DRIVE

PLACE

TERRACE

HEIGHTS

9435

IX-9880(1)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date March 17, 1981

Section 242nd Ave.-Troutdale Road

City _____ Hwy. No. _____

Highway Cherry Park Road

Begin M.P. _____ Length 1.62 miles

County Multnomah

Program Estimate 1.1 million dollars

Region I

Funding Source E-4

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):
The primary purpose of the project is to upgrade Cherry Park Road to "major collector" standards west of 257th Avenue and "minor arterial" standards east of 257th. Cherry Park Road is currently in a deteriorated condition with narrow travel lanes and gravel shoulders except where new developments have improved the roadway along their frontage. Four right angle curves cause an unsafe and impractical alignment for a designated Major Collector/Minor Arterial. A secondary purpose is to facilitate the City of Troutdale's plan to reroute through traffic off of Sandy Street and place it on Buxton Road. Sandy Street is a circuitous route in danger of being undermined by an eroding bluff overlooking the Sandy River. (Cont'd. on page 1A)

C. Recommended Project Classification:

Project Class		Documentation
_____	I	Draft and Final EIS
X	II	Categorical Exclusion
_____	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding	X Noise Study Report
X Cultural Resource Survey	__ Indirect Source Construction Permit
__ Section 106 Procedures	__ Section 4(f) Determination

Basis for Recommended Classification:

The project is a widening of less than one lane in width with insignificant capacity or right-of-way impacts

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	Gravel	Varies (See description)
Average Daily Traffic (Volume and Year)	3,000 - 4,000 pvd.	5,000 vpd (1990)
Alignment (New, Combined, Existing)		Combined
Speeds (Posted and Estimated)	35	35

(12-15-80)

B. Purpose, Need, and Description of Project (Describe Alternatives): (Cont'd)

The project section would remain two lanes with the following improvements:

a) Between 242nd Avenue and a point 700' to the east, construct a 44' roadway with a curb, and a sidewalk on both sides. This would provide a transition from an existing intersection improvement at 242nd Avenue and Cherry Park Road.

b) From the above end point to 262nd Avenue, a 30' wide, realigned roadway would be constructed. The realignment would eliminate two of the four right angle curves (refer to Attachment A).

c) From 262nd Avenue to Buxton Road, a 38' wide collector street with parking, curbs, and sidewalks on both sides is proposed.

d) A shoulder bike lane will be striped on both sides of the proposed roadway section throughout.

e) A new intersection which would connect Troutdale Road directly to Buxton Road, as shown in Attachment B, is proposed. Sandy Street would be closed (curbed) at this point.

This project is a downscoped version of an already programmed project which proposed a more extensive widening throughout.

For a short section, this project would share a common alignment with a future proposed extension and improvement of 257th Avenue (submitted for programming in October, 1980).

For the section 700 feet east of 242nd Avenue to 262nd Avenue, curbs and sidewalks will be constructed by future developers under county ordinance.

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0.22 acres to be dedicated by local developer at Buxton-Troutdale Road Intersection
Estimated Number of Parcels	1
Residential Relocation (No.)	None
Business Relocation (No.)	None

Describe:

Land required for realigning Cherry Park Road (Attachment A) is already under County ownership.

2. Estimated Impact on Land Use:

Supports future development designated by comprehensive plan and improves quality of access for existing uses along Cherry Park Road. Because capacity would not significantly change, the project will have a minimal effect in inducing planned growth. Much of the through traffic is already using Buxton Road as opposed to Sandy Street, however, the residences and church along Buxton Road may be exposed to a further increase in traffic related impacts when Sandy Street is actually

(cont'd page 2A)

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

A wider, better aligned roadway will improve vehicle operation. In those areas where sidewalks are proposed, pedestrian safety would also improve. The direct connection of Troutdale Road to Buxton Road will improve a movement that is already occurring to a great extent. Non-local north/south traffic will be required to use the more direct Buxton Road route rather than the circuitous Sandy Street.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

Cultural resource survey required.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

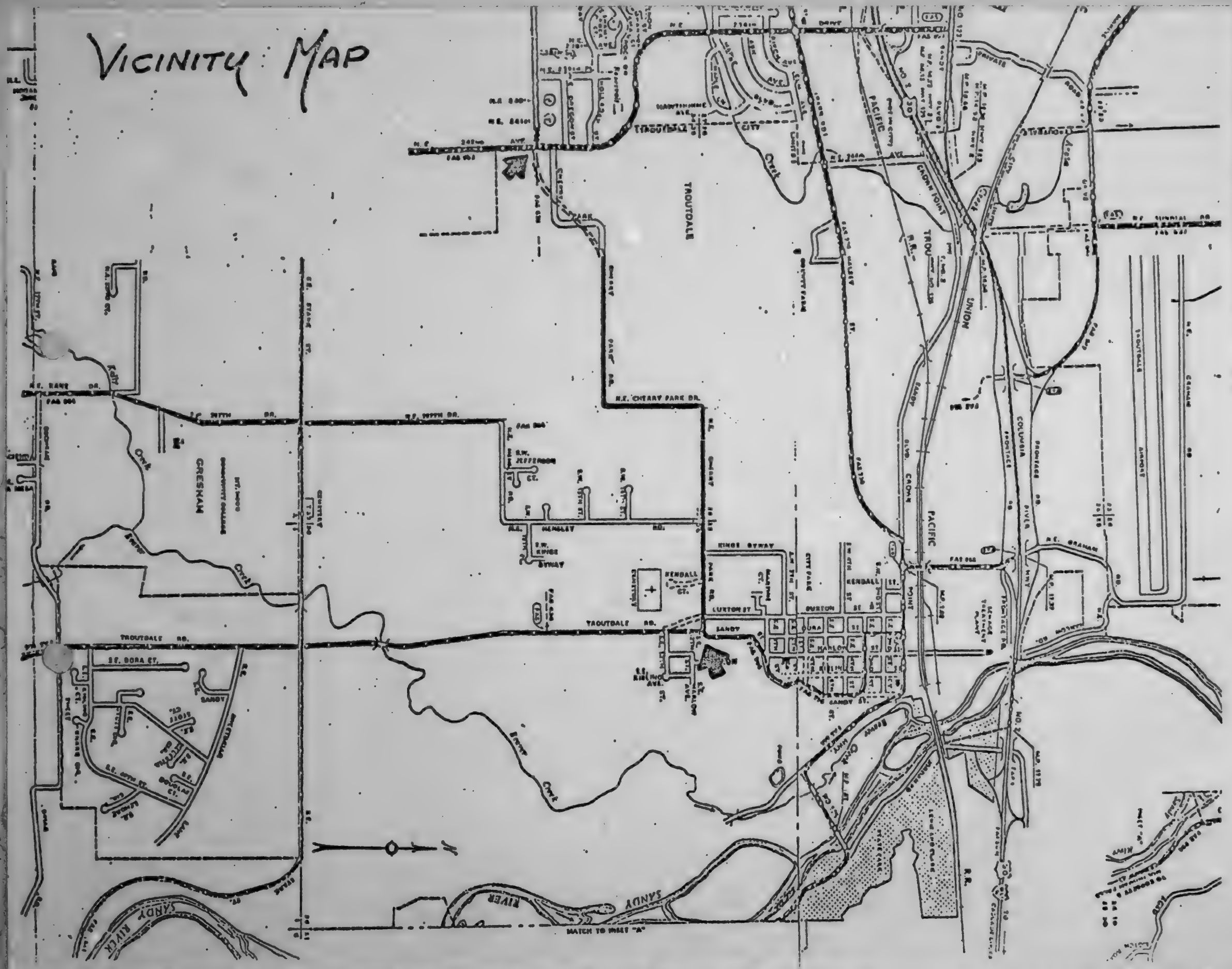
None identified.

Name of Preparer and Phone Number: Jef Kaiser 238-7439

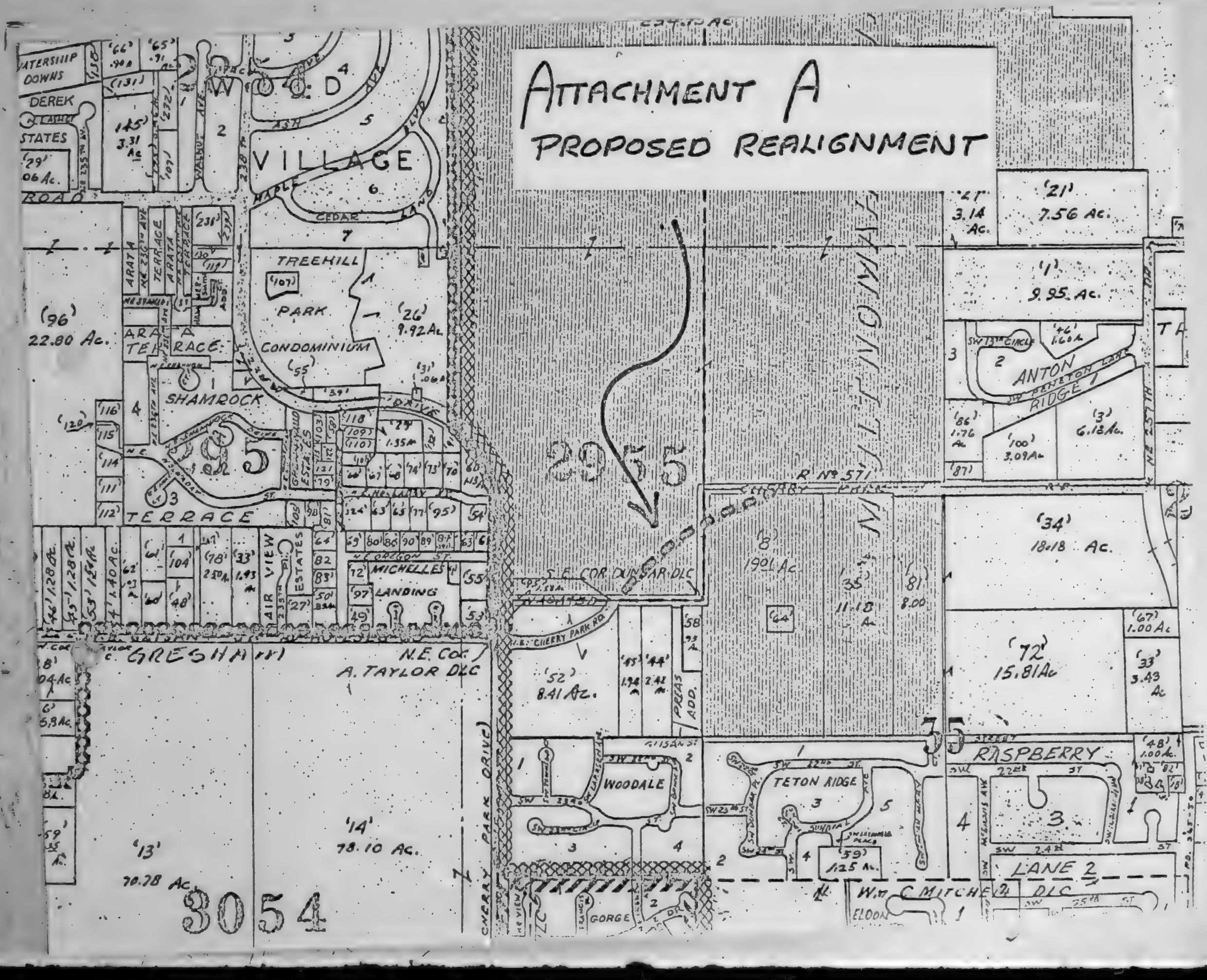
2. Estimated Impact on Land Use: (Cont'd)

closed. This rerouting is in accordance with the Troutdale Comprehensive Plan.

VICINITY MAP



ATTACHMENT A
PROPOSED REALIGNMENT


WOODVILLAGE
TREEHILL
PARK CONDOMINIUM
SHAMROCK TERRACE
ARATA TERRACE
DEREK ESTATES
STATES
ROAD
ASH
WALNUT AVE
MAPLE
CEDAR
LLOYD
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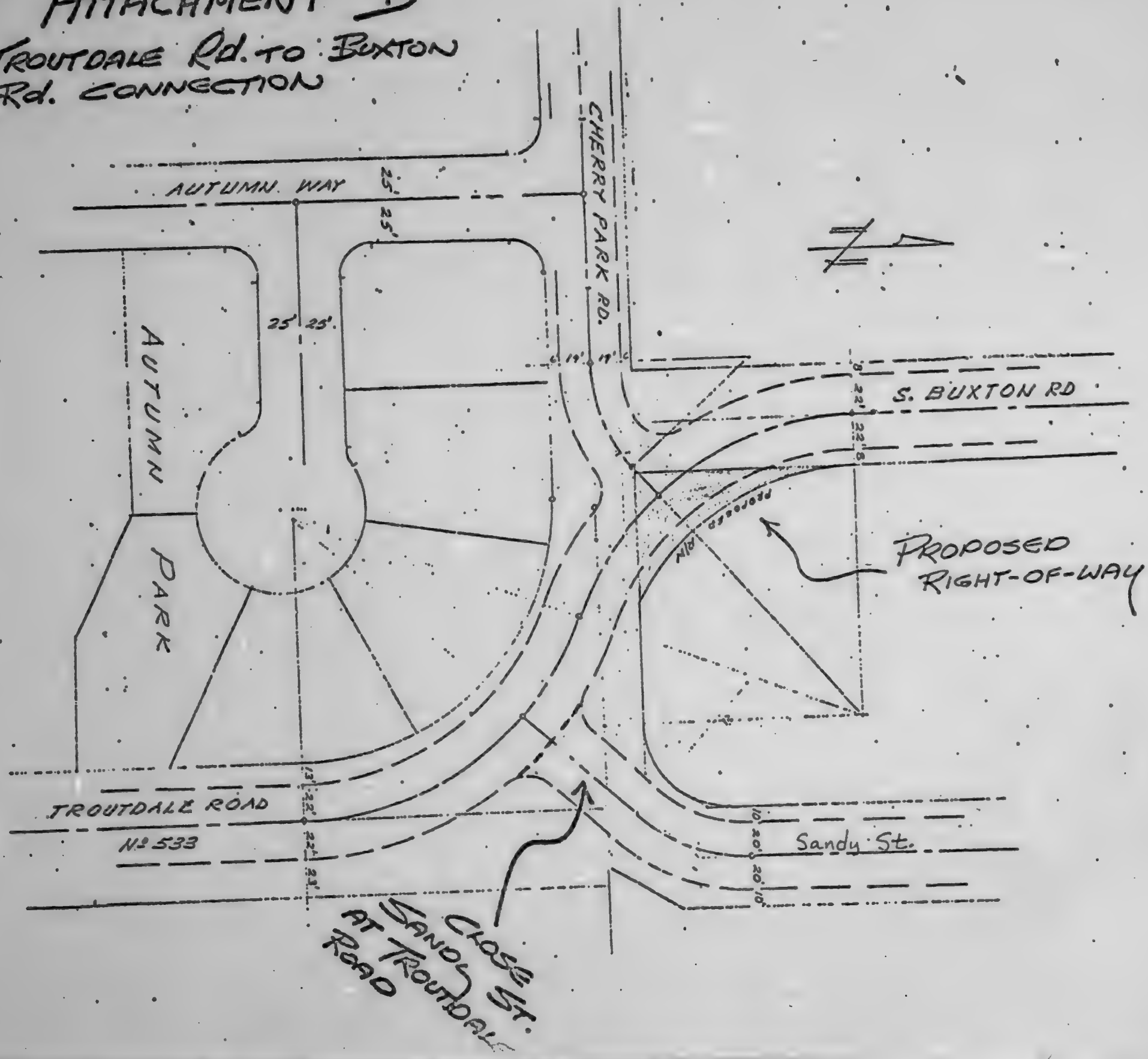
SW 343RD AVE
SW

ATTACHMENT B

TROUTDALE Rd. TO BUXTON Rd. CONNECTION



1-81

NE 242nd Dr - Buxton Rd
Cherry Park Rd.
Multnomah Co.

TRAFFIC NOISE MITIGATION

- General Considerations

Measures presently under use to mitigate or reduce noise levels from traffic are divided into two basic catagories: measures directed at reducing noise generated by the vehicles themselves and measures to block the transmission path from the source to the receiver.

Reduction of noise generated by the vehicles considers exhaust and tire noise, the speed, type and quantity of vehicles, smoothness of traffic flow, and the grade and condition of the roadway surface. Measures used to block the transmission path include the uses of berms or barriers.

At the present time noise emissions from automobiles and trucks are regulated by the U.S. EPA[4] and Oregon DEQ[5]. The EPA standards regulate noise emissions for new trucks and those already in use. Oregon DEQ regulations establish maximum noise levels for autos and trucks based on date of manufacture. New truck noise is rigidly enforced, but little is being done to enforce regulations for in-use autos, motorcycles or trucks.

Other measures that reduce vehicle noise emission deal with traffic control by type, speed of travel and by control of roadway surface and roadway location. Noise generation is proportional to speed. Establishing the minimum speed that is compatible with traffic flow requirements will help to minimize noise levels generated.

In some circumstances limiting truck traffic is effective in reducing noise levels. The feasibility of this technique must be evaluated based on the availability and impact on alternate routes. Heavy truck limitations during the evening hours normally associated with sleeping (2200-0700) can be effective in reducing sleep interference caused by single or widely spaced events.

Mitigation measures used to block the transmission path from the source to the receiver consist of earthen berms and/or barrier walls constructed of wood, metal or masonry. The effectiveness of a barrier is dependent upon its surface density, height, freedom from openings, and relative location with respect to the source and the receiver.

MITIGATION MEASURES FOR THIS PROJECT

The S.W. Cherry Park Road project is concerned with symetrically widening the existing roadway to accommodate expected increases in traffic volumes. Many of the mitigation measures discussed are not feasible for this project. The choices of roadway location, right-of-way width and road grade are determined by the existing conditions. The restriction or re-routing of heavy truck traffic may be feasible. The width of the roadway and nearness to the homes along with the frequent driveway access to the roadway reduce the effectiveness and feasibility of barriers.

Measures that may be feasible are:

- Establishing the lowest speed limit that is compatible with traffic flow requirements.

- Maintaining a smooth roadway surface to minimize tire and vibration generated noise.

- The use of left turn refuges at intersections to facilitate smooth traffic flow.

- A small reduction in tire noise may be achieved by placing a 3 foot berm with plantings at the edge of the right-of-way where possible. The noise reduction will be greatest for near lane auto traffic and least for far lane traffic.

- Elimination of the stop sign at the Buxton Road/Cherry Park Road intersection. A new Buxton Road access onto Troutdale Road would eliminate the problem.

- Erect highway signs restricting the use of "Jake Brakes" on heavy trucks.

- Suggest that Troutdale planning commission increase future residential development set-back distance from the roadway.

CONSTRUCTION NOISE

Roadway construction for this project will take place in five separate stages. The stages vary in time from two to eight weeks with some overlap from stage to stage. The total construction time for the project is estimated at 30 weeks.

Expected hourly "A" weighted construction noise levels ($L_{eq}{}^{h}$) for the properties adjoining the project area are shown by stage in Table 5 with stage duration. Expected noise levels are based on the equipment mix, a 50 percent duty cycle, and available data on construction equipment noise levels (see Appendix A-7).

These levels represent the worst case condition for one hour during construction and are not to be considered as long term continuous noise levels. These levels would be experienced at any one site for a short period of time during each stage. When a stage is completed in a particular area, the equipment will move into adjacent areas until that stage is complete for the entire project.

CONSTRUCTION NOISE MITIGATION

Mitigation of construction noise can best be achieved by a combination of measures as follows:

- Source control (mufflers and maintenance measures)
- Site control/routing
- Time and activity restraints
- Community awareness

SOURCE CONTROL

Most noise from construction equipment is due to engine intake and exhaust systems. Poor equipment maintenance can also be responsible for higher noise levels. Such items as damaged or altered mufflers, loose engine covers, rattling parts, and squeeky brakes add to increase noise levels. Equipment maintenance specifications and an adequate muffler statement can be an effective means to reduce construction noise levels.

Table 5

CONSTRUCTION NOISE LEVELS - MAXIMUM

S.W. Cherry Park Road

Stage	Duration Weeks	Process	15.2 Meters Noise Level dBA - Leq (h)
1	8	Install storm drains and sumps	87
2	4	Grading	88
3	3	Base construction	91
4	3	Curb construction	83
5	2	Paving	87

SITE CONTROL

Noise levels from stationary equipment can be reduced by locating them away from noise sensitive properties, or by providing portable solid barriers of plywood or other materials. Natural barriers on a construction site such as berms or pits can also be used to advantage when locating stationary equipment sites.

Heavy truck traffic entering and exiting the construction site can be routed so as to present the least impact on adjoining properties.

TIME AND ACTIVITY CONSTRAINTS

Noise from construction activity can be annoying and disruptive during leisure hours and hours of sleep. Time constraints for equipment use can be effective in reducing noise impact during weekends and the evening hours. Typical time periods in the past have been 7:00 a.m. to 6:00 p.m., Monday through Saturday with no activity permitted on Sunday.

COMMUNITY AWARENESS

Community awareness does not reduce the noise experienced by the area residences, but reduces the impact of construction noise by allowing persons to schedule their activities accordingly. Various methods can be used to inform community residents of the upcoming construction activity and its associated noise levels. Methods can range from brochure mailing to on-site signs indicating future construction phases with approximate length and relative noise output.

IMPLEMENTATION OF MITIGATION MEASURES

The following conditions should be included in the construction contract to ensure mitigation measures are compiled with. Periodic visits to the job site by County personnel should be made to verify compliance.

- The contractor shall take necessary steps to ensure that all construction equipment is in good operating condition and well maintained. All engine covers and noise control devices shall be in their original and proper place.

- Each internal combustion engine shall be equipped with a properly operating muffler of a type recommended by the vehicle manufacturer.

- Truck loading and unloading and hauling shall be conducted in a manner to keep noise to a minimum.

- Heavy hauling vehicles shall be routed in a manner that would cause the least disturbance to occupants in and around the construction site.

- Equipment not in use shall be turned off.

- Noise producing equipment shall be kept as far away as possible from noise sensitive site boundaries.

- Stationary noise producing equipment with levels in excess of 80 dBA as measured at 50 feet shall be enclosed with a partial barrier of sufficient height to block line-of-sight from the nearest noise sensitive site. The barrier shall be solid with a minimum surface density of 1.5 lbs. per square foot.

- Construction activities that generate noise levels in excess of existing ambient noise levels are prohibited during the period from 6 to 7 a.m.

- The contractor shall take necessary measures to ensure that over the road trucks used during construction comply with Oregon DEQ noise emission standards Chapter 340 Division 35, February 1979.

9435 Form FHWA 121 (1/80)

2.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-9880(1)
NE. 242nd Street-Troutdale Road
Cherry Park Road
Multnomah County

Date: December 11, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

Before we concur in the revised project category request downscoped from a Negative Declaration to a Category 3, Categorical Exclusion, we request you analyze the impacts that may arise by moving the traffic from Sandy Street to Buxton Road. Also, from the data furnished in the request, it appears that sidewalks are provided on both ends of the project with none between a point 700 feet east of 242nd Avenue and 262nd Avenue. What is the intent for providing for pedestrians and bicyclists?

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer
G. L. Green

NOTED
E. S. HUNTER

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Reg I, Env)

RECEIVED
TECHNICAL SERVICES
DEC 16'80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9435

OREGON STATE HIGHWAY DIVISION
Location Section
Surfacing Design Unit

Section: N.E. 242nd Avenue-Troutdale Rd. Date October 23, 1980

Highway: FAU 9880 (Cherry Park Rd.) Twenty Year Traffic Coefficient 7.0

County: Multnomah 18 kip s.a. per day 16.0

Prefix: 226-1903 R value 15

Res. Engr. Frost Penetration - - - -

CBE Total Requirement 21.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0
3.0"	A.C. (Immediate)	6.0
1.5"	A.L.	1.5
12.0"	A.B.	12.0
18.0"		22.5"

EXISTING ROADWAY

Variable Width (19'-33')

1.5"	A.C. (Final Stage)
3.0"	A.C.O.L. with 1.0" extra allowance for leveling.

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan

G

9435

November 30, 1978

Mr. Oliver Domrois
Multnomah County Engineer
2115 S.E. Morrison
Portland, OR 97214

MISC. CONTRACTS and AGREEMENTS No. 6741

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning improvement of the N.E. 242nd Street-Troutdale Road Section of Cherry Park Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Enclosure

bc: Gerald Wimer (agreement attached)

9435 9880

MULTNOMAH COUNTY OREGON

DEPARTMENT OF ENVIRONMENTAL SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-5000

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
MEL GORDON

MA PDM PDE TSE SPC
ODOT - METRO
NOV 06 1978

November 2, 1978

AM PPS FILE T/A

Jon Rose, Federal Aid Engineer
Oregon State Highway Division
5821 NE Glisan Street
Portland OR 97213

RE: Proposed Engineering and Construction Agreement for improvement of Cherry Park Road, from 242nd Drive to Troutdale Road
FAU #9880 - Misc. Contr. & Agmt. No. 6741

Dear Jon:

Enclosed in triplicate is agreement executed by the Chairman of the Board of County Commissioners, along with copy of the Order authorizing him to execute said agreement on behalf of the County.

Upon execution by the Highway Division, please return one copy of the agreement to this office.

Very truly yours,

OLIVER J. DOMREIS
County Engineer

ROY L. BENNETT
Office EngineerRLB:im

From Metro JON ROSE Date 11/6/78

To JERRY WIMER

(Program Mgmt.) Traffic Region 1

Comments: Here are 3 copies of the subject agreement, signed by County officials and approved by the Metro Administrator. Please forward for final action.

Jon Rose

AN EQUAL OPPORTUNITY EMPLOYER

MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
ROOM 606 COUNTY COURTHOUSE
PORTLAND, OREGON 97204
(503) 248-3308

COUNTY COMMISSIONERS
DON CLARK, Chairman
DAN MOSEE
ALICE CORBETT
DENNIS BUCHANAN
Barbara Roberts

October 26, 1978

Ms. Rena Cusma, Director
Dept. of Environmental Services
2115 S.E. Morrison St.
Portland, Oregon

Finance Division
426 S. W. Stark Street
Portland, Oregon

Roy L. Bennett
County Road Engineer
2115 S. E. Morrison St.
Portland, Oregon

___County Eng.
___Eng. Sec.
___Prog. Coord.
___Traffic
___Neigh Imp.
___
___Const. Eng.
___Comput
___
___Eng. Plan
___
___Off. Eng. X
___Draft
___Surv.
___Cty. Clk.
___File
___Plan. Dev.
___
___Des. Admin.
___
___Opr. & Maint.
___Accounting

Dear Gentlepersons:

Be it remembered, that at a meeting of the Board of County Commissioners held October 26, 1978, the following action was taken:

Form of Order in the matter of the execution of an Agreement with State Highway Division for preliminary engineering and construction finance for the improvement of Cherry Park Road)

The above-entitled matter having come before the Board, and full consideration having been given thereto, upon motion of Commissioner Buchanan, duly seconded by Commissioner Roberts, it is unanimously

ORDERED that Multnomah County, Oregon, enter into the above-entitled Agreement tendered to and before the Board this date, and that the Chairman of the Board be and he is hereby authorized and directed to execute said Agreement for and on behalf of Multnomah County, Oregon.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Laura Odegaard
Clerk of the Board

jm
cc: Budget

Please have agreements signed & return one copy to us.

AN EQUAL OPPORTUNITY EMPLOYER

9435 nig

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

9-22-78

FEDERAL AID PROJECT NO.
IX-9880(1)

STATE PROJECT NO.
See below

COUNTY NAME
Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green
Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
89364

TO:

Mr. F. B. Klaboe
Asst Director for Operations
State of Oregon DOT
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	9-22-78	FAU 9880
		STATE ROUTE NUMBER: City Street

GENERAL LOCATION:

NE. 242nd ST. - TROUTDALE ROAD (TROUTDALE) SECTION

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including Archeology Salvage and Utility Preparatory Work. TEC NTE $210,000; FF $180,100
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 8-7-78 letter.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-22-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

9435

2.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

DST0001

APPLICANT: OR DOT - HWY DIV

PROJECT TITLE: NE 242nd Ave Troutdale Road

DATE: August 22, 1978

The state has reviewed your project and reached the following conclusions:

[X] No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

7-28-78
copies sent to:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Metro Region Engineer:
R. N. Bothman
Region 1 Engineer:
E. L. Hardt
District 2 Engineer:
W. W. Geibel
Aeronautics Division:
Paul Burket
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

[ ]

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

7-27-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
JUL 2[illegible]
STATE

PNRS STATE REVIEW

Project #: 7807 2 720 Due Date: AUG 18 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

The Highway Environmental Section should coordinate the protection of cultural resources with this office

Agency HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310 By David O Talbot

9435

Department of Transportation

ROBERT W. STRAUB
GOVERNOR

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 7, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

Original Signed By
D. E. Swan

SUBJECT: Project Data Submission
Multnomah County

Attached is support data consisting of PR-1 forms and project maps for the following projects:

Item No.	Project No.	Section
80364	IX-9880 (1)	NE 242nd St.-Troutdale Rd. (Troutdale)
80360	IX-9891 (1)	SE Division St.-SE Powell Blvd.

We request the following:

1) Financing for the preceding projects utilizing Interstate Substitution General Funds. Approval of this request will involve an estimated total cost and obligation of Federal funds on each project as follows:

Project No.	Total Est. Cost	Federal Funds
IX-9880 (1)	$210,000	$180,100
IX-9891 (1)	134,000	114,900
	$344,000	$295,000

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work and archeological salvage in accordance with the Oregon Action Plan and Federal Regulations.

These requests are based in Governor Straub's letter dated June 26, 1978 to Mr. G. L. Green, Division Administrator.

A copy for each project of the State Clearinghouse A-95 review letter of approval will be forwarded under separate action.

JLG:pf
Attachments

cc: R. N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
Gary Zehner

ADV. DEP. NOT REQUIRED

Budget Bureau No. 41-R2067;

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-7-78

U.S.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21		PRESENT	FUTURE	YEAR	REGION	STATE NAME
		St, NE 242nd to Troutdale Rd (Troutdale) 65	ADT (1)	2,650 900	5,000 3,250 (66)	98 (70)(71)(72)	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) (14)	NUMBER (23)
	Preliminary Engineering								IX- (7)	9880

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME	COD
	Interstate Substitutions General Funded	Multnomah	051 (14)
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36)(37)	U.S.
	Portland	U	9880	Street *	---

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
5					PE		"NE 242nd St.-Troutdale Rd.(Troutdale) Sec."	1.62	210,000	180,100	---	29,900
5					ROW							
5					CONST (CODE)							
							PROJECT TOTALS	1.62	210,000	180,100	---	29,900

CARD 1	CODE 1	PREPARED BY	
1	14	JLG	PROGRAM APPROVAL DATES (16)(23)(24)(33)

REMARKS

* NE Cherry Park Rd.
(1) Top ADT W of Col. High School
Bottom ADT E of Col. High School

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

8-7-78

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
NE 242nd to Troutdale Rd (Troutdale)	ADT (1)	2,650 900	5,000 3,250	98	10	Oregon	41	823	80364

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ary Engineering								IX-	9880	(1)		

Interstate Substitutions General Funded

Portland

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO. U | FEDERAL-AID: 9880 | STATE: Street * | U.S.: ---

PROGRAM STAGE: ___ 1 OR ___ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
				ESTIMATED PROJECT COST BY PHASES				
			1.62	210,000	180,100	---	29,900	Util. prep. work & archeological salvage.
ONST (CODE)		"NE 242nd St.-Troutdale Rd.(Troutdale) Sec."						Row - 60' min.; Access Control-none; Parking restrictions-none.
		PROJECT TOTALS	1.62	210,000	180,100	---	29,900	

JLG

APPROVAL DATES

REMARKS

* NE Cherry Park Rd.
(1) Top ADT W of Col. High School
Bottom ADT E of Col. High School

- Over -

USCOMM DUSCOMM-DC 48905-P61

NE 242nd St.-TROUTDALE RD. (TROUTDALE) SECTION
PROJECT NO. IX-9880 (1)

Existing Facility:

2-lane 20' bituminous pavement with gravel shoulders.

Adjacent Sections:

W. End --- 242nd St. (FAU 9877); 40'-44' curbed roadway with sidewalks.
E. End --- Troutdale Rd; 40'-44' curbed roadway with sidewalks.

Project Data:

Work under this project consists of preliminary engineering all phases including utility preparatory work and archeological salvage as required for the future construction of 40 or 44 foot curbed roadway accommodating 2 traffic lanes with parking both sides and walkway on each side.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Airports:

Troutdale airport lies Northerly within 2 miles of the project. No conflict with the operation of the airport will result from the project.

FHPM 7-7-2 Requirements:

Major action non-significant project concurred in by FHWA on July 20, 1978.

FHPM 4-1-4 Requirements:

a) State Clearinghouse ---- A-95 review approval letter dated _____.
b) Dist. 2 Clearinghouse ---- A-95 review satisfied through inclusion of project in CRAG TIP/AE.

FHPM 7-7-5 Requirements:

In accordance with Oregon Action Plan and Federal Statutes.

Data for PR-37:

Field Work	- - - - - - -	$205,000
PS&E Preparation	- - - - - - -	5,000
Total		$210,000

Note:
1) This project is in Congressional District No. 3
2) Included in CRAG FY'78 TIP/AE under Board Resolution BD 780304 dated March 23, 1978, from # 238, page 107.

E RD. (TROUTDALE) SECTION
1)

inous pavement with gravel shoulders.

d St. (FAU 9877); 40'-44' curbed roadway with sidewalks.
tdale Rd; 40'-44' curbed roadway with sidewalks.

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None involved.

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ents:

on-significant project concurred in by FHWA on

ents:

ringhouse ---- A-95 review approval letter

earinghouse ---- A-95 review satisfied through
of project in CRAG TIP/AE.

ents:

with Oregon Action Plan and Federal Statutes.

Data for PR-37:

Field Work	$205,000
PS&E Preparation	5,000
Total	$210,000

Note:
1) This project is in Congressional District No. 3.
2) Included in CRAG FY'78 TIP/AE under Board Resolution BD 780304 dated March 23, 1978, from # 238, page 107.

1-0435

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 21, 1978

TO Executive Department
Federal Aid Coordination Unit

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: NE 242nd Ave.-Troutdale Road
Highway: FAU-9880 Cherry Park Road
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be August 21, 1978.

BLG:ab

Attachment

cc: G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region M-1
District 2
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
JUL 21 '78
REFER TO
FOR

ROUTED
H.S. COULTER

OREGON PROJEC. NOTIFICATION AND R. /IEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT: Department of Transportation [45 | 46] DIVISION: Highway [79

03 12] APPLICANT ADDRESS STREET: O'DOT Building [45 | 46] CITY: Salem [60 | 76] ZIP: 97310 [80

04 12] CONTACT PERSON: D. H. Moehring [45 | 46] AREA CODE: 503 [48 | 49] PHONE: 378 [55 | 56] EXTENSION: 6563 [59

01 12] PROJECT TITLE: NE 242nd Ave.-Troutdale Road [71

11 12] PROJECT LOCATION—CITY: FAU-9880 Cherry Park Road | PROJECT LOCATION—COUNTY: Multnomah | PROJECT LOCATION SEC: T: R: [72

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] Realign road by eliminating two 90° corners, construct a 40 to 44-foot roadbed [71

07 12] in a 60-foot right-of-way with curbs, sidewalks and storm sewers. An appropriate [71

08 12] bikeway type and location will be included in the final design. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,204,00	---	98,000	98,000	---	1,400,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71

15 12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45 | 46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[XX] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [ ] 29 No [X] 30 Date: T.I.P. 23 March '78

(D) REVIEW REQUIRED by A-95 Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: August | 43] DAY [44: 21 | 45] YEAR [46: 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 7-21-78

VI. If project includes state funds (12C), identify agency Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%____	$_____	%____	$_____	%____	$_____
Second Year	%____	$_____	%____	$_____	%____	$_____
Third Year	%____	$_____	%____	$_____	%____	$_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Major-Nonsignificant environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

M-4880(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 11, 1978

Section S.E. 242nd Avenue-Troutdale Road Unit (if appl)

County Multnomah City Troutdale

Highway FAU 9880-Cherry Park Rd. 0726 State Hwy. No.

Termini: M.P.(if appl) Length 1.62 Miles

Region Portland Metropolitan Region 1 Construction Estimate $1,400,000 FAU Program Amount

B. Purpose of Project:

To upgrade a rural county road to an urban arterial to provide adequate roadway and safety for school bus traffic and for traffic created by the adjacent developments.

C. Origin & History of Project: The new Columbia High School which was opened in the fall of 197[illegible] and anticipated residential development in the area has brought about the need for a minor arterial to serve this area. It was the county's decision to improve the existing Cherry Park Road rather than build an arterial on a new alignment. The county is currently preparing a separate, county funded project to connect Cherry Park Road to Glisan Street at 242nd Avenue and signalize the intersection (see map). At the east end of the project, another separately funded project is in preparation which would improve the intersection of Burton Road and Cherry Park Road. Between S.E. 242nd Avenue and S.E. 257th Avenue, Cherry Park Road is designated as a minor arterial. From 257th to Troutdale Road, it is designated as a collector. The connection between Glisan Street and Cherry Park separately constructed by the county will be only 24 feet wide. If the proposed project is built, that connection will be rebuilt to the same specifications as the rest of Cherry Park Road.

D. General Description of Project:

Realign road by eliminating two 90° corners, construct a 40 to 44-foot roadbed in a 60-foot right-of-way with curbs, sidewalks and storm sewers. An appropriate bikeway type and location will be included in the final design.

Alignment: New _____ Existing _____ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shlders. ; Parking None

Proposed: No. Lanes 2 ; Med. No ; Shlders. No ; Parking Adj. to

Traffic: Existing Facility: Existing ADT 900-2,659 Projected ADT ; Yr. 1990.

Existing level of Service C-D

Proposed Facility: Projected ADT 3,250-5,000 ; Yr. 1990

Projected level of Service C or better

[illegible]-5[illegible] (10-75)

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 38
Yes, No

Acres 1.74 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:
Surfacing materials can be expected to come from the gravel and paving plants in the vicinity of S.E. 190th Ave. and S.E. Main St. Waste materials may be used at these same sites as fill and reclamation.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

N/A

FHWA and/or OSHD approvals given, if any:

N/A

Location or Design Alternatives (identify and describe):

1. No Build
2. Wider along present alignment
3. Construct along a new alignment

Other Descriptive Information or Comments: In the comprehensive framework plan for Multnomah County, Cherry Park Road is designated as a minor arterial between 242nd Ave. and 257th Ave. (see map); that part of Cherry Park which is also 257th is designated as a major arterial in the Interim Transportation Plan adopted by CRAG, 6/22/78, and is shown as being a future connection from the south to I-80N on the north. The city of Troutdale includes these designations in its comprehensive plan and addresses the improvement to Cherry Park Rd. only between 242nd and 257th. There are also tentative county plans to connect Troutdale Rd. to Buxton as shown in the attached sketch. There is no funding established for the implementation of the new segment of 257th. Implementation would depend on securing FAU funds for the 257th project. FAU funds are currently committed through 1983. Completion of the 257th project is foreseen to take at least ten years.

(Attach sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Cherry Park Road is a two lane rural road located on a low plateau bounded on the east by the valley of the Sandy River and on the north by the valley of the Columbia River. At 242nd Avenue, Cherry Park Road is at about 330 feet above sea level, then falls gradually towards the east to its terminus at Troutdale Road where the elevation is 290 feet. Drainage would be either to the east towards the Sandy River, or northward towards the Columbia about 2 1/2 miles away. Much of the land adjacent to Cherry Park Road is still under cultivation, some in strawberries, some in berry vines, plus other crops. Soils in the area have good suitability for farming having at least 50 percent class I or II soils and are of the Latourell type. Some fields are not currently under cultivation. There is little or no undisturbed area although there are numerous large trees along the road in some areas. Rainfall is about 50 inches annually.

2. Cultural: There are about 35 houses facing Cherry Park Road, about 1/3 of them new. Most of the older homes are located along the eastern end of the proposed project on both sides of the street. These have well landscaped yards and many mature plantings extending as far as the edge of the shoulder of the road. Columbia High School, which opened in the fall of 1977, is located on the south side of the street immediately west of the 257th Avenue section which is part of Cherry Park Road. A church is located on the south side of the street between Kings Byway and Hensley Road. Several side streets open off Cherry Park Road into fairly built-up residential areas. There is no other east-west connector from 242nd to Troutdale Road other than Cherry Park Road between Halsey Street on the north and Stark Street on the south. Hensley Road connects with Stark Street on the south via 257th and is the only north-south collector street connecting with Cherry Park Road. The proposed project is within the Troutdale city limits. There is a sidewalk on the south side of Cherry Park Road in front of the school, and another length of sidewalk in the new housing area on the south side of the street west of Hensley Road. About 1,000 feet of Cherry Park Road has recently been widened in front of the high school but lacks a sidewalk along the north side. Most of the planned and developing residential areas in the vicinity lie to the south and southeast of Cherry Park Road.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: The county has acquired about 0.6 acre of strawberry field at 242nd and Glisan Street. About another 0.8 acre would be acquired from other active farmland. Narrow strips of landscaped property including several dozen large trees would be removed. About 20 homes would be directly affected. The remainder of the right-of-way is on about 1 1/2 acres of fallow county-owned farmland.
2. Estimated Impact on Traffic Patterns:

   Little or none due to lack of alternate routes

   Consequences--Air Quality, Noise, Safety, etc.:

   Air quality -
   should remain well within federal standards but noise problems to residential receptors may result.

3. Estimated Impact on Land Use: Some producing farmland will be converted to roadway or sidewalk. The county has exchanged farmland with the strawberry grower. Fallow farmland owned by the county will be converted to roadway and sidewalk. Frontage of about a dozen residences would be converted from trees and landscaped areas to paving and sidewalk use.

   Consequences:

   Permanent loss of up to three acres of farmland, loss of visual screening, privacy, and aesthetic values at about a dozen homes.

4. Expected Impact on Natural Ecological Resources:

   Present runoff of about 16 acre-feet per annum percolates into soil. If proposed project is built, about 47 acre-feet of runoff would flow directly into surface waters annually.

   Consequences:

   Potential pollution of surface waters; potential degradation of water quality especially during heavy runoff peaks, but ecological impact difficult to evaluate at this time.

5. Expected Impact on Cultural and Scenic Resources:

   A cultural resource survey may be required.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:
The impact upon homes along the east end of Cherry Park Rd. in terms of noise and loss of aesthetic values.

7. Potential for Controversial Issues:
Necessity of widening Cherry Park Road along portions not designated as arterial.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Low traffic volumes will not contribute significantly to air pollution. An Indirect Source Permit is not required.

b. Noise Standards
A noise study will be required.

c. Water Quality Standards
Unless mitigation measures are used, significant water quality deterioration could result from the proposed project.

d. Area Land Use and Transportation Plans, and Zoning
The proposed project would permanently remove from production at least 0.8 acre of farmland.

C. Recommended Type of Action and Documentation:

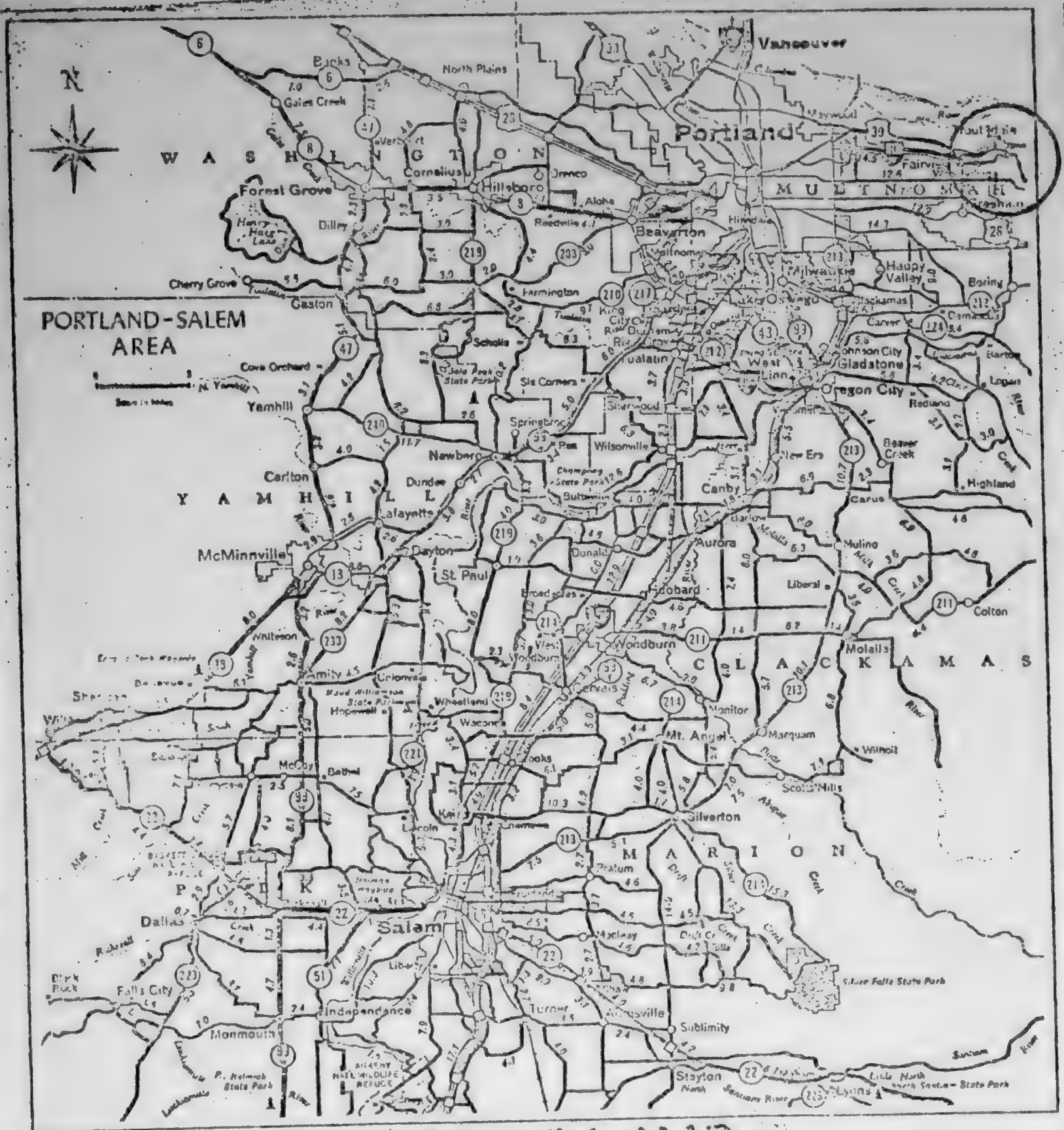
----------MAJOR ACTION---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	__X__ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

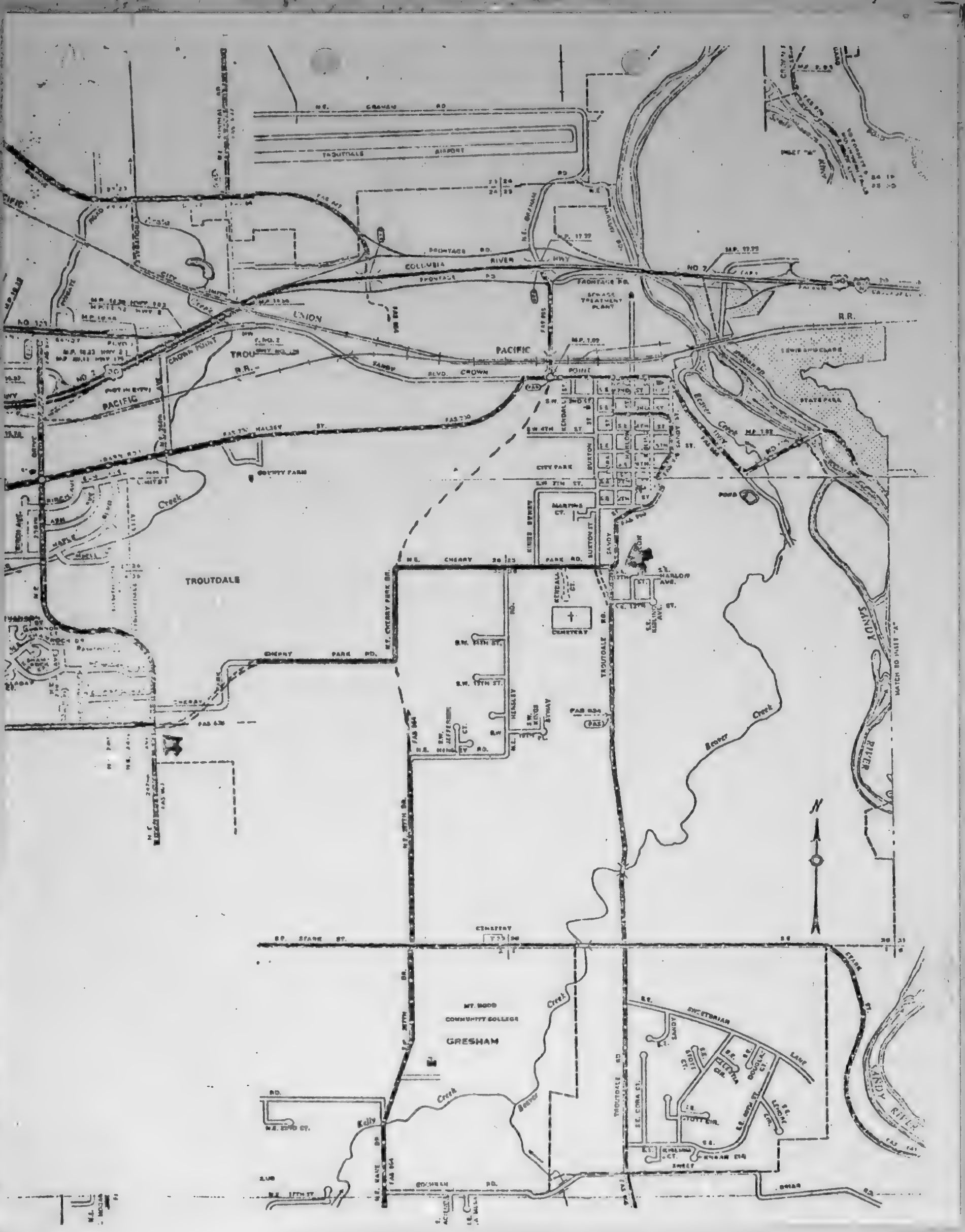
Basis for Type of Action and Documentation:

Because of potential noise problems and potential impacts upon the aesthetic quality of the neighborhood, a negative declaration is warranted. TSL

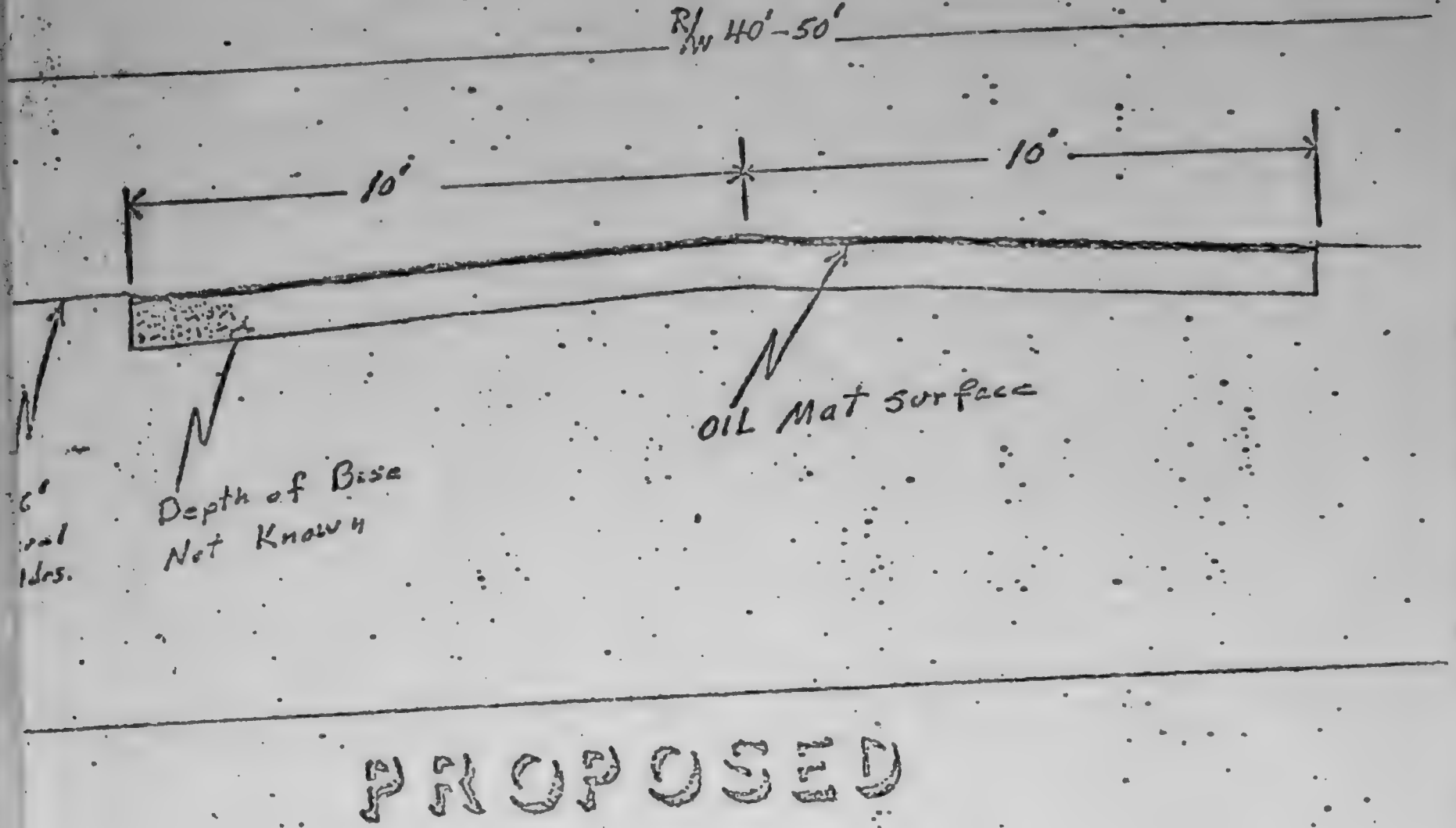
D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4



VICINITY MAP

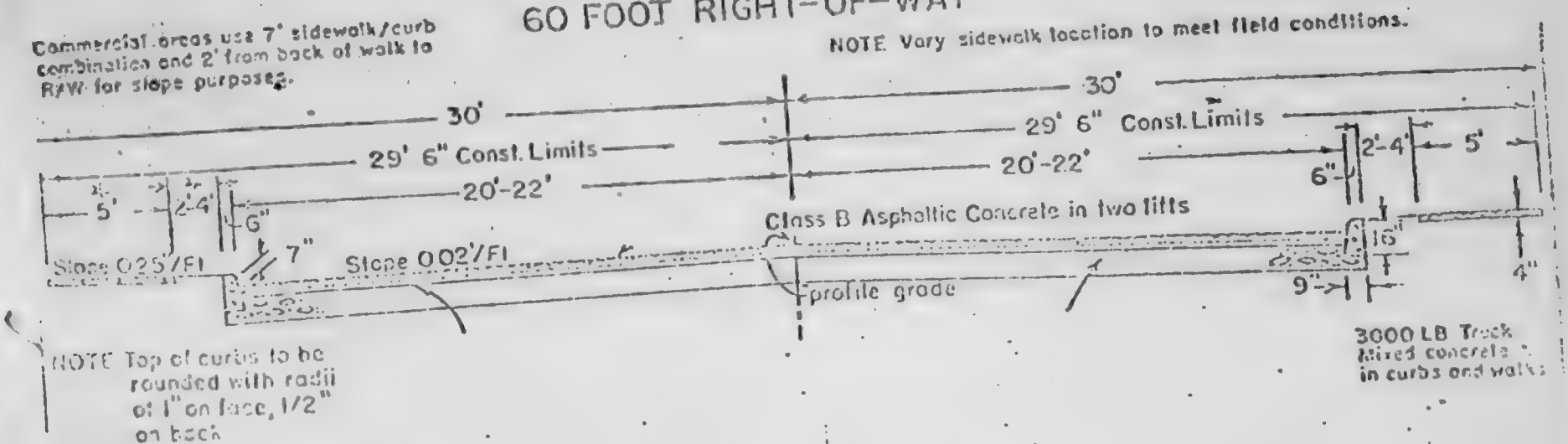

TROUTDALE AIRPORT
COLUMBIA RIVER HWY
FRONTAGE RD.
UNION PACIFIC R.R.
CROWN POINT
TROUTDALE
PACIFIC
BLVD.
HALSEY ST.
COUNTY FARM
Creek
CITY PARK
MARTIN'S CT.
BURTON ST.
SANDY
NE. CHERRY PARK RD.
CEMETERY
SW. 15TH ST.
SW. 17TH ST.
HENDERSON
SW. JEFFERSON CT.
SW. JEFFERSON WAY
CHERRY PARK RD.
NE. 257TH DR.
NE. STARK ST.
MT. HOOD COMMUNITY COLLEGE
GRESHAM
Kelly
Boring
NE. 223RD CT.
NE. 17TH ST.
NE. KANE DR.
BORING RD.
SE. CORA CT.
SE. LUCINE CIR.
SE. LUCINE LANE
SE. SANDY
SE. STARK ST.
SANDY RIVER
LEWIS AND CLARK STATE PARK
SANDY RIVER
MATCH ED PAGE "A"
N

Cherry Park Rd.
242nd To Trootdale Rd.



PROPOSED

40-44 FOOT STANDARD COLLECTOR STREET ROADBED
CURBS AND SIDEWALKS
60 FOOT RIGHT-OF-WAY



9435

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

M-9880(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 11, 1978

Section S.E. 242nd Avenue-Troutdale Road Unit (if appl)

County Multnomah City Troutdale

Highway FAU 9880-Cherry Park Rd. 0726 State Hwy. No.

Termini: M.P.(if appl) Length 1.62 Miles

Region Portland Metropolitan Region 1 Construction Estimate $1,400,000 FAU Program Amount

B. Purpose of Project:

To upgrade a rural county road to an urban arterial to provide adequate roadway and safety for school bus traffic and for traffic created by the adjacent developments.

C. Origin & History of Project: The new Columbia High School which was opened in the fall of 1977 and anticipated residential development in the area has brought about the need for a minor arterial to serve this area. It was the county's decision to improve the existing Cherry Park Road rather than build an arterial on a new alignment. The county is currently preparing a separate, county funded project to connect Cherry Park Road to Glisan Street at 242nd Avenue and signalize the intersection (see map). At the east end of the project, another separately funded project is in preparation which would improve the intersection of Buxton Road and Cherry Park Road. Between S.E. 242nd Avenue and S.E. 257th Avenue, Cherry Park Road is designated as a minor arterial. From 257th to Troutdale Road, it is designated as a collector. The connection between Glisan Street and Cherry Park separately constructed by the county will be only 24 feet wide. If the proposed project is built, that connection will be rebuilt to the same specifications as the rest of Cherry Park Road.

D. General Description of Project:

Realign road by eliminating two 90° corners, construct a 40 to 44-foot roadbed in a 60-foot right-of-way with curbs, sidewalks and storm sewers. An appropriate bikeway type and location will be included in the final design.

Alignment: New Existing Combined X

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. ; Parking None

Proposed: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking Adj. to curb

Traffic: Existing Facility: Existing ADT 900-2,650 Projected ADT ; Yr. 1990

Existing Level of Service C-D

Proposed Facility: Projected ADT 3,250-5,000 ; Yr. 1990

Projected Level of Service C or better

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 38

Acres 1.74; Type of Relocation Req. None; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:
Surfacing materials can be expected to come from the gravel and paving plants in the vicinity of S.E. 190th Ave. and S.E. Main St. Waste materials may be used at these same sites as fill and reclamation.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:
N/A

FHWA and/or OSHD approvals given, if any:

N/A

Location or Design Alternatives (identify and describe):

1. No Build
2. Widen along present alignment
3. Construct along a new alignment

Other Descriptive Information or Comments: In the comprehensive framework plan for Multnomah County, Cherry Park Road is designated as a minor arterial between 242nd Ave. and 257th Ave. (see map); that part of Cherry Park which is also 257th is designated as a major arterial in the Interim Transportation Plan adopted by CRAG, 6/22/78, and is shown as being a future connection from the south to I-80N on the north. The city of Troutdale includes these designations in its comprehensive plan and addresses the improvement to Cherry Park Rd. only between 242nd and 257th. There are also tentative county plans to connect Troutdale Rd. to Buxton as shown in the attached sketch. There is no funding established for the implementation of the new segment of 257th. Implementation would depend on securing FAU funds for the 257th project. FAU funds are currently committed through 1983. Completion of the 257th project is foreseen to take at least ten years.

(Attach sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Cherry Park Road is a two lane rural road located on a low plateau bounded on the east by the valley of the Sandy River and on the north by the valley of the Columbia River. At 242nd Avenue, Cherry Park Road is at about 330 feet above sea level, then falls gradually towards the east to its terminus at Troutdale Road where the elevation is 290 feet. Drainage would be either to the east towards the Sandy River, or northward towards the Columbia about 2 1/2 miles away. Much of the land adjacent to Cherry Park Road is still under cultivation, some in strawberries, some in berry vines, plus other crops. Soils in the area have good suitability for farming having at least 50 percent class I or II soils and are of the Latourell type. Some fields are not currently under cultivation. There is little or no undisturbed area although there are numerous large trees along the road in some areas. Rainfall is about 50 inches annually.

2. Cultural: There are about 35 houses facing Cherry Park Road, about 1/3 of them new. Most of the older homes are located along the eastern end of the proposed project on both sides of the street. These have well landscaped yards and many mature plantings extending as far as the edge of the shoulder of the road. Columbia High School, which opened in the fall of 1977, is located on the south side of the street immediately west of the 257th Avenue section which is part of Cherry Park Road. A church is located on the south side of the street between Kings Byway and Hensley Road. Several side streets open off Cherry Park Road into fairly built-up residential areas. There is no other east-west connector from 242nd to Troutdale Road other than Cherry Park Road between Halsey Street on the north and Stark Street on the south. Hensley Road connects with Stark Street on the south via 257th and is the only north-south collector street connecting with Cherry Park Road. The proposed project is within the Troutdale city limits. There is a sidewalk on the south side of Cherry Park Road in front of the school, and another length of sidewalk in the new housing area on the south side of the street west of Hensley Road. About 1,000 feet of Cherry Park Road has recently been widened in front of the high school but lacks a sidewalk along the north side. Most of the planned and developing residential areas in the vicinity lie to the south and southeast of Cherry Park Road.

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1. Consequences and Significance of Right-of-Way Acquisition: The county has acquired about 0.6 acre of strawberry field at 242nd and Glisan Street. About another 0.8 acre would be acquired from other active farmland. Narrow strips of landscaped property including several dozen large trees would be removed. About 20 homes would be directly affected. The remainder of the right-of-way is on about 1 1/2 acres of fallow county-owned farmland.
2. Estimated Impact on Traffic Patterns:

   Little or none due to lack of alternate routes

   Consequences--Air Quality, Noise, Safety, etc.:

   Air quality -
   should remain well within federal standards but noise problems to residential receptors may result.

3. Estimated Impact on Land Use: Some producing farmland will be converted to roadway or sidewalk. The county has exchanged farmland with the strawberry grower. Fallow farmland owned by the county will be converted to roadway and sidewalk. Frontage of about a dozen residences would be converted from trees and landscaped areas to paving and sidewalk use.

   Consequences:

   Permanent loss of up to three acres of farmland, loss of visual screening, privacy, and aesthetic values at about a dozen homes.

4. Expected Impact on Natural Ecological Resources:

   Present runoff of about 16 acre-feet per annum percolates into soil. If proposed project is built, about 47 acre-feet of runoff would flow directly into surface waters annually.

   Consequences:

   Potential pollution of surface waters; potential degradation of water quality especially during heavy runoff peaks, but ecological impact difficult to evaluate at this time.

5. Expected Impact on Cultural and Scenic Resources:

   A cultural resource survey may be required.

   Consequences:

6. Preliminary Identification of Areas of Critical Concern:
The impact upon homes along the east end of Cherry Park Rd. in terms of noise and loss of aesthetic values.

7. Potential for Controversial Issues:
Necessity of widening Cherry Park Road along portions not designated as arterial.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
Low traffic volumes will not contribute significantly to air pollution. An Indirect Source Permit is not required.

b. Noise Standards
A noise study will be required.

c. Water Quality Standards
Unless mitigation measures are used, significant water quality deterioration could result from the proposed project.

d. Area Land Use and Transportation Plans, and Zoning
The proposed project would permanently remove from production at least 0.8 acre of farmland.

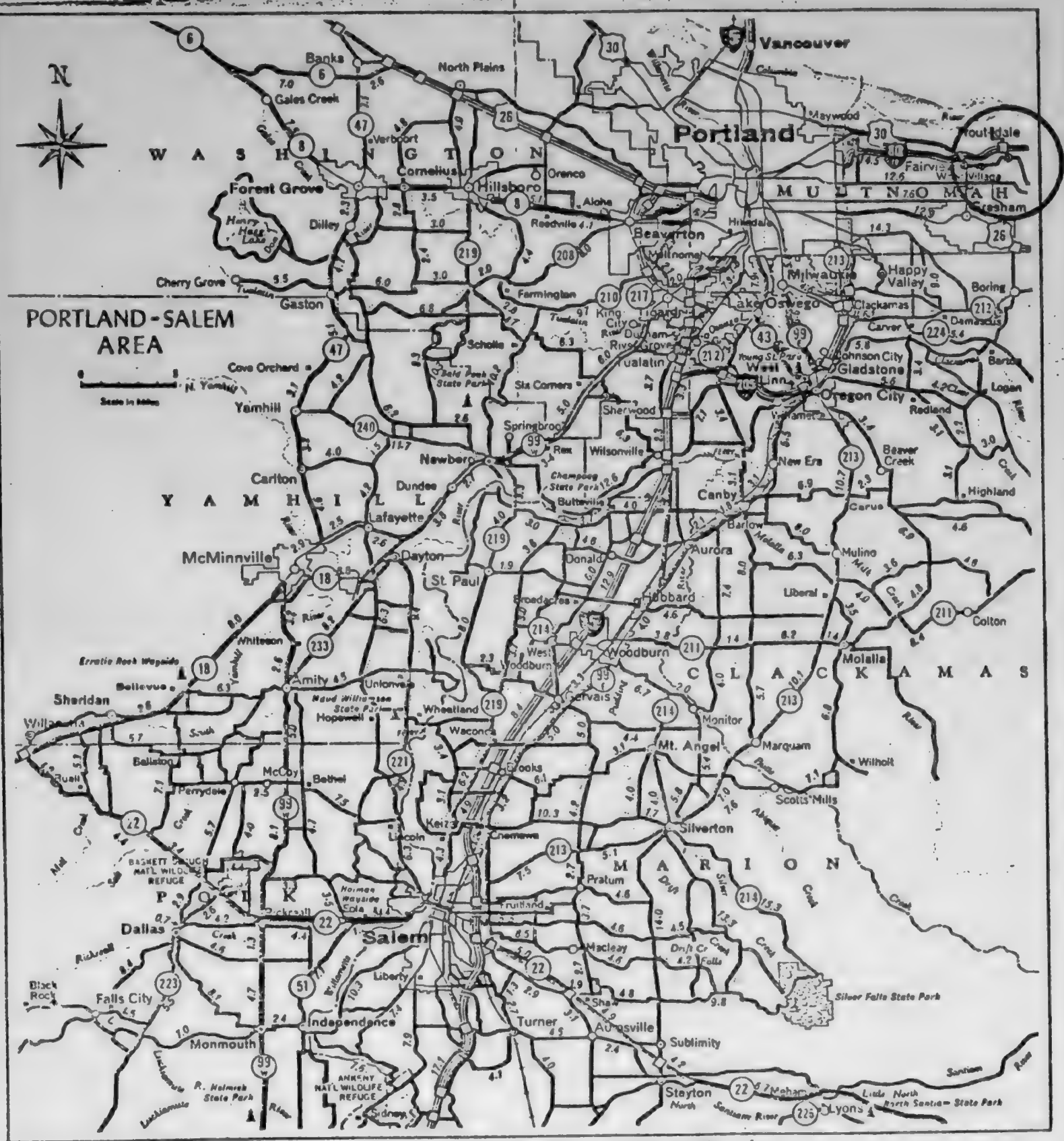
C. Recommended Type of Action and Documentation:

----------MAJOR ACTION----------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	__X__ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

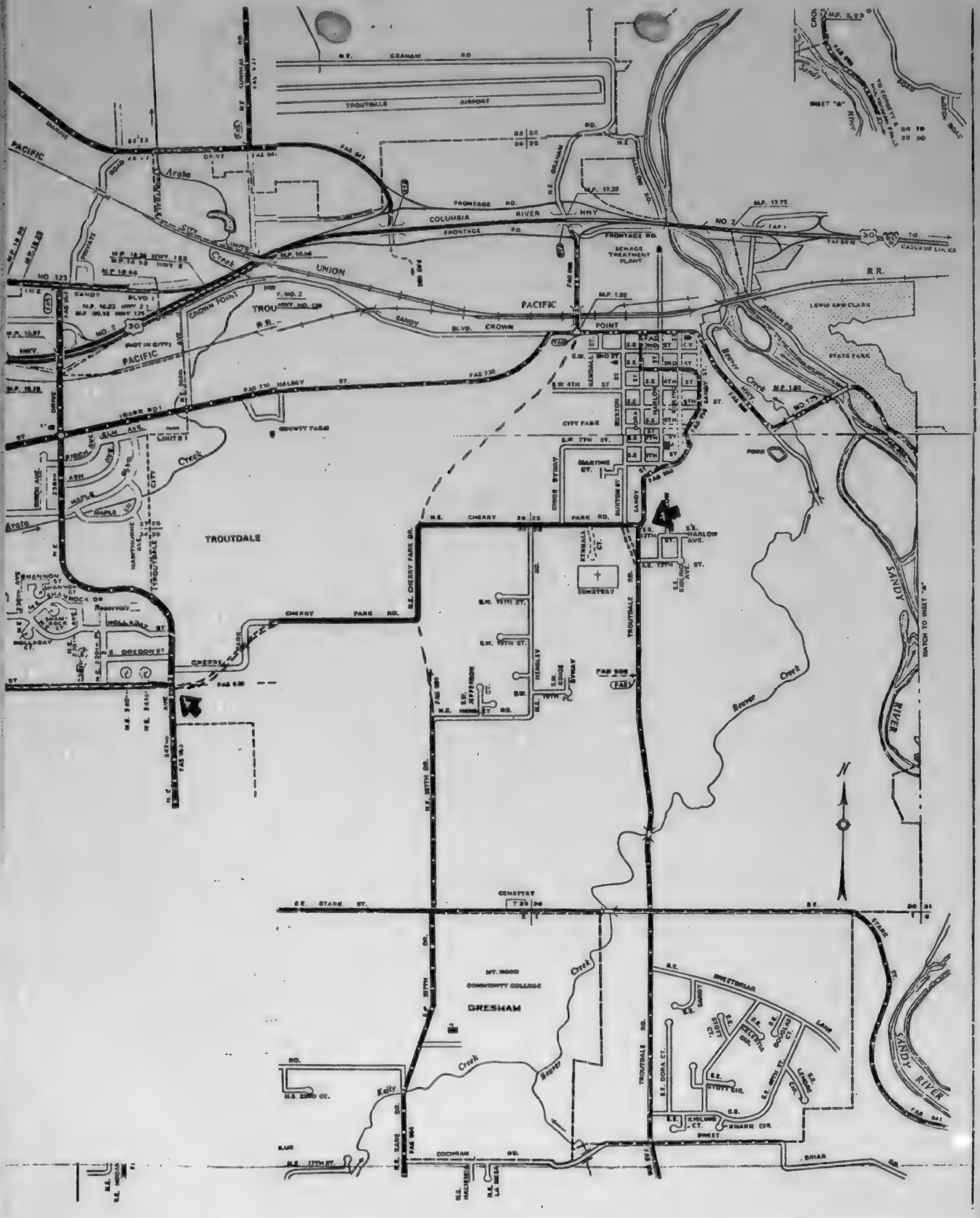
Basis for Type of Action and Documentation:

Because of potential noise problems and potential impacts upon the aesthetic quality of the neighborhood, a negative declaration is warranted. TBL

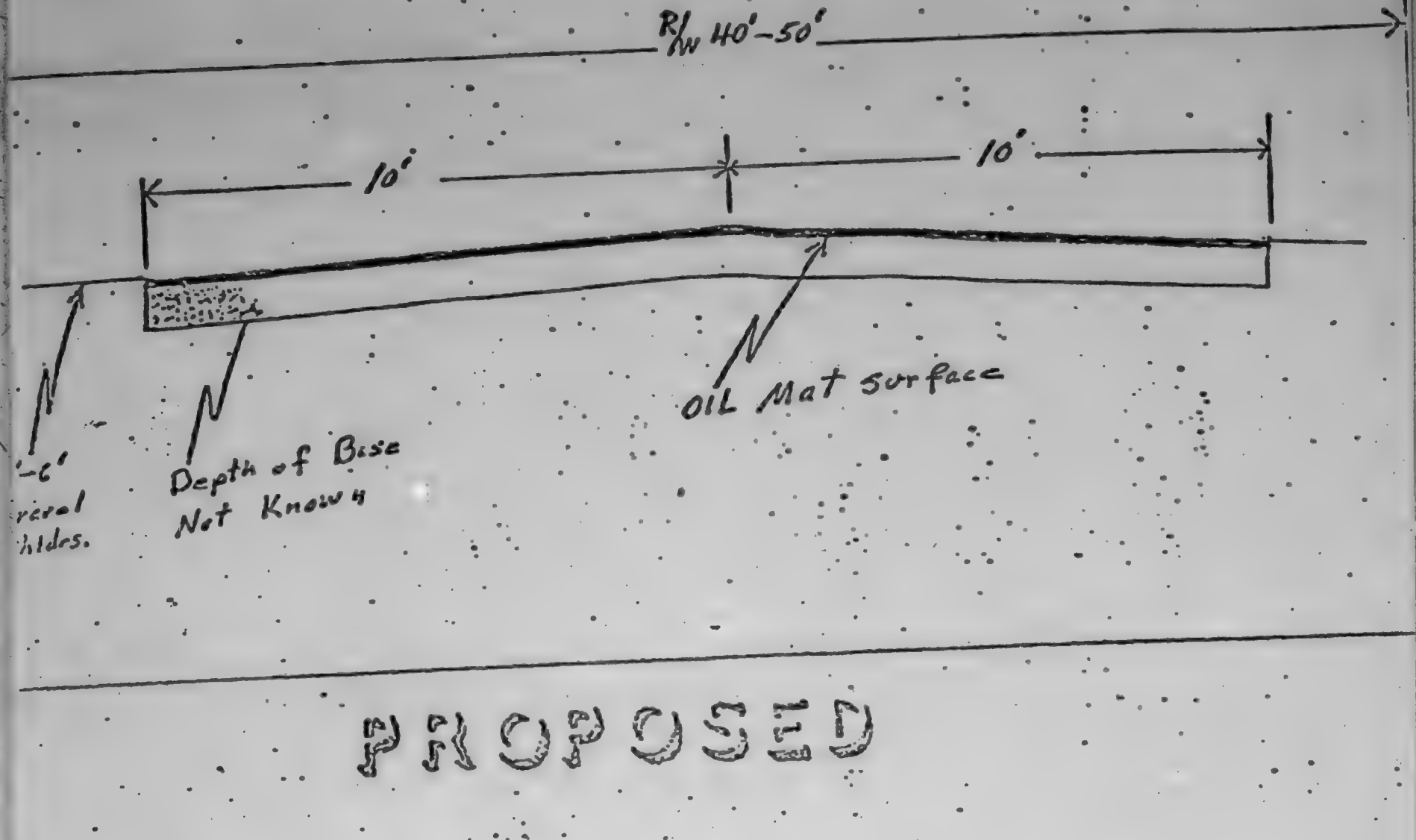
D. Recommended Project Category: ____ 1 ____ 2 __X__ 3 ____ 4



VICINITY MAP

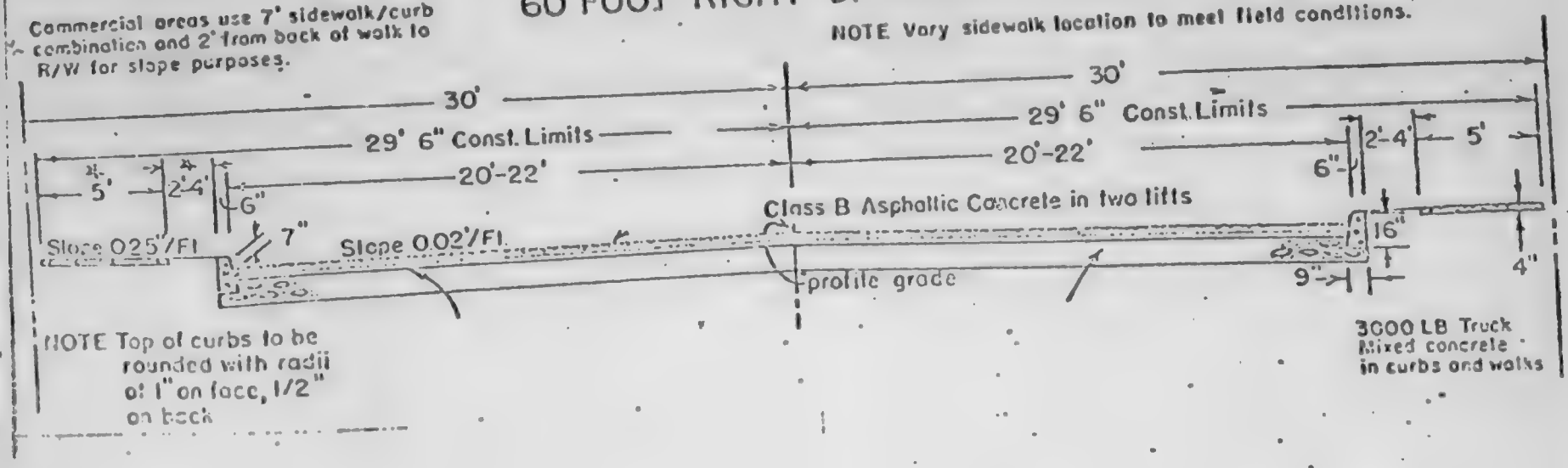

TROUTDALE AIRPORT
N.E. GRAHAM RD.
PACIFIC HIGHWAY
COLUMBIA RIVER HWY
FRONTAGE RD.
UNION PACIFIC R.R.
CROWN POINT
SANDY BLVD.
HALSEY ST.
TROUTDALE
CHERRY PARK RD.
N.E. CHERRY PARK RD.
CITY PARK
S.W. 7TH ST.
S.W. 4TH ST.
S.W. 2ND ST.
SEWAGE TREATMENT PLANT
LEWIS AND CLARK STATE PARK
Beaver Creek
Sandy River
MT. HOOD COMMUNITY COLLEGE
GRESHAM
Kelly Creek
COCHRAN DR.
STARK ST.
CEMETERY
SANDY RIVER
N

Cherry [illegible]
242nd To Trootdale Rd.



PROPOSED

40-44 FOOT STANDARD COLLECTOR STREET ROADBED
CURBS AND SIDEWALKS
60 FOOT RIGHT-OF-WAY


Commercial areas use 7' sidewalk/curb combination and 2' from back of walk to R/W for slope purposes.
NOTE Vary sidewalk location to meet field conditions.
30'
29' 6" Const. Limits
20'-22'
5'
2'-4'
6"
7"
Slope 025'/Ft
Slope 0.02'/Ft
Class B Asphaltic Concrete in two lifts
profile grade
16"
9"
4"
NOTE Top of curbs to be rounded with radii of 1" on face, 1/2" on back
3000 LB Truck Mixed concrete in curbs and walks

9435

July 6, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Interstate Transfer Project Requests

On the Consent Calendar for the July 18 meeting will be five requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Feeeway and one request for approval of a project using Interstate Transfer funds withdrawn from the I-305 Freeway.

Portland is requesting a $2,807,000 project to widen and improve a 1.92 mile segment of Macadam Avenue between Bancroft Street and the Sellwood Bridge.

Four requests were received from Multnomah County. (1) An $890,000 project to provide a four-lane section with parking and sidewalks on a 0.85 mile segment of S.E. 182nd Avenue, (2) a $45,000 project to signalize the intersection of 223rd Avenue and Halsey Street, (3) a $1,400,000 project to realign and widen 1.62 miles of Cherry Park Road, and (4) a $2,282,000 project to provide a variable two-four lane section on 223rd Avenue and Towle Road, and replace the existing bridge over Johnson Creek, have been requested.

Salem is requesting a $4,670,000 project to provide a third lane on the Marion Street bridge and construct ramps to connect the Marion and Center Street bridges to Front Street.

Interstate Transfer funds for these projects are estimated at $10,400,620, with Local Government providing all of the required $1,693,380 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of these projects and request authorization to sign the project agreements for and on your behalf.

Attachments

GEZ:lml
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
D. N. Harwell
George Bell

MULTNOMAH COUNTY
Proposed Interstate Transfer Project

N.E. 242nd Street - Troutdale Road Section
Cherry Park Road, FAU 9880
Grade, Pave, Sign and Stripe
1.62 miles
$1,400,000

This project consists of realigning and widening Cherry Park Road to eliminate right angle corners and to provide a two-lane curbed facility with parking adjacent to the curbs and sidewalks both sides.

Right-of-way will be acquired as a participating cost of the project.

County will perform the bulk of preliminary and construction engineering.

78-e
7/5/78

PROPOSED PROJECT
FAU 9867
FAS A662
ARATA
CREEK
RIVER
TROUTDALE AIRPORT
MP 17.75
COLUMBIA
PACIFIC
MP 15.78
FAU 9858
MP 1
FAU 9881
WOOD VILLAGE
Pop. 2,190
FAU 9880
TROUTDALE
Pop. 2,365
FAU 9867
TWELVEMILE CORNER
FAU 9810
GRESHAM
Pop. 20,500
FAU 9877
FAU 9883
BURLINGAME
FAU 9889
FAU 9897
FAU 9800
FAS A640

9435

bc: Fd B. Klaboe
Dave Moehring
Bob Bothman
Jim Hunter

June 26, 1978

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

Dear Mr. Green:

I request your approval to use Interstate Transfer funds for three highway projects in the Portland area. Funds for these projects are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(e)(4) of Title 23, U.S.C.

I concur that these projects are regional priorities and have been developed in conformance with the region's continuing, cooperative, comprehensive transportation planning process.

Funding will be matched as follows:

		Federal Funds	Local Matching Funds
SE Division St.-SE Powell Blvd., SE 182nd Ave.	P.E., R/W & Constr.	$ 753,000	$127,000
NE 242nd St.-Troutdale Rd. Cherry Park Rd.	P.E., R/W & Constr.	$1,200,000	$200,000
Fairview Ave. & NE Sandy Blvd. & NE Halsey St.	P.E. & Constr.	$ 77,000	$ 13,000

I have directed the Oregon Department of Transportation to process this request with the Federal Highway Administration to obligate these funds as they are authorized by the Columbia Region Association of Governments.

Sincerely,

Governor

RMS:scv
cc: Columbia Region Assn. of Governments
Enclosures

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 23, 1978

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor:

The Columbia Region Association of Governments approved a resolution (copy enclosed for your information) covering the use of Mt. Hood Freeway Interstate transfer funds for three street construction projects in the Portland area. I recommend your concurrence in this resolution.

Enclosed is a draft of a letter to Glen Green, Division Administrator of the Federal Highway Administration. I will forward the necessary programming documents to the Federal Highway Administration.

Sincerely,

Robert A. Burco
Director of Transportation

Enclosure

cc: Columbia Region Association
of Governments w/enc.

DES:dmc jv

bc: F. B. Klaboe
Dave Moehring
Bob Bothman
Jim Hunter

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
JUN 26 '78
REFER TO
FOR
Info | Invest | R/C | D/R | Sign | Act | File

Form E-39 (Rev. 9-71)

DST0001

9435

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-11

AUTHORITY FOR SURVEY

Section N.E. 242nd - Troutdale Road

Date June 8, 1978

Highway Cherry Park Road FAU 9880

Authorization No. 1

County Multnomah

Survey Prefix 226-1903 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly end of survey is at intersection of Cherry Park Road and 242nd Avenue. Easterly end of survey is at intersection of Cherry Park Road and Troutdale Road.

Proposed:

Realign westerly end of Cherry Park Road; provide 40-44 foot roadbed in a 60' right-of-way with curbs, storm sewers and sidewalks.

Purpose of survey:

County to perform field survey, prepare environmental documents, plans, specifications, and estimate.

State to monitor PE, review plans, EIS and complete PS&E.

IX-9880(1)
9-22-78

E-4 Funding
Category III M

		Estimate of Cost
Field Survey	(901)	1,000
Citizen Participation	(902)	
City or County	(903)	204,200
Consultant	(904)	
Final Design	(905)	2,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	(910)	500
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	1,000
Utility	(914)	500
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	800
Environmental	(923)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$210,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Robert T. Ewen

R. T. Ewen, METRO Location Engineer

Recommended for Approval:

Max Klotz by R. J. Ewen

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Frank E. Pespisa
Location Engineer

Approved:

E. J. Hunter

SP*23504-734

N H M

9435

PROJECT INFORMATION SHEET
(to be submitted with the project request)

Section N.E. 242nd Street - Troutdale Road Date June 7, 1978

Highway Cherry Park Road County Multnomah

Existing Facility

Access control? No parking restrictions? No
Airport within 2 miles? Yes name Troutdale
Water development in the area? No
Recreation areas No
Historical areas No

Roadway: no. lanes Two paved shoulders? No
pavement width 20' pavement with gravel shoulders

Structures: MP description
None

Signals: location None

Descriptions of adjacent sections

West end: 40-44' standard street roadbed with curbs and sidewalks
East end: 40-44' standard street roadbed with curbs and sidewalks

Railroad crossings None

Name of railroad _____ no. of tracks _____
Number of trains _____ no. of hi-speed trains _____
Present protection _____
Proposed protection _____
Railroad benefits _____

9435

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 1, 1978

Section S.E. 242nd Avenue to Troutdale Road — Unit (if appl) _____

County Multnomah — City Troutdale

Highway Cherry Park Road/257th Dr. — State Hwy. No. _____

Termini: M.P.(if appl) _____ — Length 1.62 miles

Region I — Construction Estimate $1,400,000 (FAU) Program Amount

B. Purpose of Project:

To upgrade a rural county road to an urban arterial to provide adequate roadway and safety for school bus traffic and for traffic created by the adjacent developments.

C. Origin & History of Project:

The new Columbia High School which was opened in the fall of 1977 and anticipated residential development in the area has brought about the need for a minor arterial to serve this area. It was the County's decision to improve the existing Cherry Park Road rather than build an arterial on a new alignment. The County is currently preparing a separate, county funded project to connect Cherry Park Road to Glisan Street at 242nd Avenue (see map). At the east end of the project another separately funded project is in preparation which would improve the intersection of Buxton Road and Cherry Park Road. Between Southeast 242nd Avenue and Southeast 257th Avenue, Cherry Park Road is designated as a minor arterial.

D. General Description of Project:

Realign road by eliminating two 90 degree corners, construct a 40 to 44-foot roadbed in a 60 foot right-of-way with curbs, sidewalks and storm sewers. An appropriate bikeway type and location will be included in the final design.

Alignment: New _____ Existing _____ Combined X

Typical Section: Existing: No. Lanes 2 ; Med. No ; Shldrs. ____ ; Parking None

Proposed: No. Lanes 2 ; Med. No ; Shldrs. No ; Parking Adj. to curb

Traffic: Existing Facility: Existing ADT 900-2650; Projected ADT _____ ; Yr. 1990

Existing Level of Service C-D

Proposed Facility: Projected ADT 3250-5000 ; Yr. 1990

Projected Level of Service C or better

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 38

Acres 1.74; Type of Relocation Req. None; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:

Surfacing materials can be expected to come from the gravel and paving plants in the vicinity of Southeast 190th Avenue and Southeast Main Street. Waste materials may be used at these same sites as fill and reclamation.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

N/A

FHWA and/or OSHD approvals given, if any:

N/A

Location or Design Alternatives (identify and describe):

1. No build
2. Widen along present alignment
3. Construct along a new alignment

Other Descriptive Information or Comments: In the comprehensive framework plan for Multnomah County, Cherry Park Road is designated as a minor arterial only between 242nd Avenue and 257th Avenue (see map); that part of Cherry Park which is also 257th is designated as a major arterial in the same plan and is shown as being a future connection from the south to I-80N on the north. The city of Troutdale includes these designations in its comprehensive plan and addresses the improvement to Cherry Park Road only between 242nd and 257th. There are also tentative county plans to connect Troutdale Road to Buxton as shown in the attached sketch.
(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: Cherry Park Road is a two lane rural road located on a low plateau bounded on the east by the valley of the Sandy River and on the north by the valley of the Columbia River. At 242nd Avenue, Cherry Park Road is at about 330 feet above sea level, then falls gradually towards the east to its terminus at Troutdale Road where the elevation is 290 feet. Drainage would be either to the east towards the Sandy River, or northward towards the Columbia about 2 1/2 miles away. Much of the land adjacent to Cherry Park Road is still under cultivation, some in strawberries, some in berry vines, plus other crops. Soils in the area have good suitability for farming having at least 50 percent class I or II soils and are of the Latourell type. Some fields are not currently under cultivation. There is little or no undisturbed area although there are numerous large trees along the road in some areas. Rainfall is about 50 inches annually.

2. Cultural: There are about 35 houses facing Cherry Park Road, about 1/3 of them new. Most of the older homes are located along the eastern end of the proposed project on both sides of the street. These have well landscaped yards and many mature plantings extending as far as the edge of the shoulder of the road. Columbia High School, which opened in the fall of 1977, is located on the south side of the street immediately west of the 257th Avenue section which is part of Cherry Park Road. A church is located on the south side of the street between Kings Byway and Hensley Road. Several side streets open off Cherry Park Road into fairly built-up residential areas. There is no other east-west connector from 242nd to Troutdale Road other than Cherry Park Road between Halsey Street on the north and Stark Street on the south. Hensley Road connects with Stark Street on the south via 257th and is the only north-south collector street connecting with Cherry Park Road. The proposed project is within the Troutdale city limits. There is a sidewalk on the south side of Cherry Park Road in front of the school, and another length of sidewalk in the new housing area on the south side of the street west of Hensley Road. About 1,000 feet of Cherry Park Road has recently been widened in front of the high school but lacks a sidewalk along the north side. Most of the planned and developing residential areas in the vicinity lie to the south and southeast of Cherry Park Road.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: The county has acquired about 0.6 acre of strawberry field at 242nd and Glisan Street. About another 0.8 acre would be acquired from other active farmland. Narrow strips of landscaped property including several dozen large trees would be removed. About 20 homes would be directly affected. The remainder of the right-of-way is on about 1 1/2 acres of fallow county-owned farmland.
2. Estimated Impact on Traffic Patterns:

   Little or none due to lack of alternate routes

   Consequences--Air Quality, Noise, Safety, etc.:

   Air and noise conditions should remain well below federal standards

3. Estimated Impact on Land Use: Some producing farmland will be converted to roadway or sidewalk. The county has exchanged farmland with the strawberry grower. Fallow farmland owned by the county will be converted to roadway and sidewalk.

   Consequences:

   Permanent loss of up to three acres of farmland

4. Expected Impact on Natural Ecological Resources:

   Present runoff of about 16 acre-feet per annum percolates into soil. If proposed project is built, about 47 acre-feet of runoff would flow directly into surface waters annually.

   Consequences:

   Potential pollution of surface waters; potential degradation of water quality especially during heavy runoff peaks, but ecological impact difficult to evaluate at this time.

5. Expected Impact on Cultural and Scenic Resources:

   Other than loss of trees--none

   Consequences:

   None

6. Preliminary Identification of Areas of Critical Concern:

None identifiable at this time

7. Potential for Controversial Issues:
   A. Suitability of the proposed project to meet future traffic needs of the area
   B. Necessity of widening Cherry Park Road along portions not designated as arterial
   C. Safety and efficiency of traffic patterns at Buxton Street and Troutdale Road
   D. Potential future widening and right-of-way needs on 257th Avenue section of Cherry Park Road which are not addressed in the proposed project

8. Potential for Consistency of Porposal With:
   a. Clean Air Implementation Plans - Low traffic volumes will not contribute significantly to air pollution--consistent with clean air standards

   b. Noise Standards - While low traffic volumes will prevail a noise study may be required

   c. Water Quality Standards - Unless mitigation measures are used significant water quality deterioration could result from the proposed project

   d. Area Land Use and Transportation Plans, and Zoning - The proposed project would premanently remove from production at least 0.8 acre of farmland. It may not be consistent with city of Troutdale or Multnomah County Transportation Plans.

C. Recommended Type of Action and Documentation:

----------MAJOR ACTION----------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	__x__ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

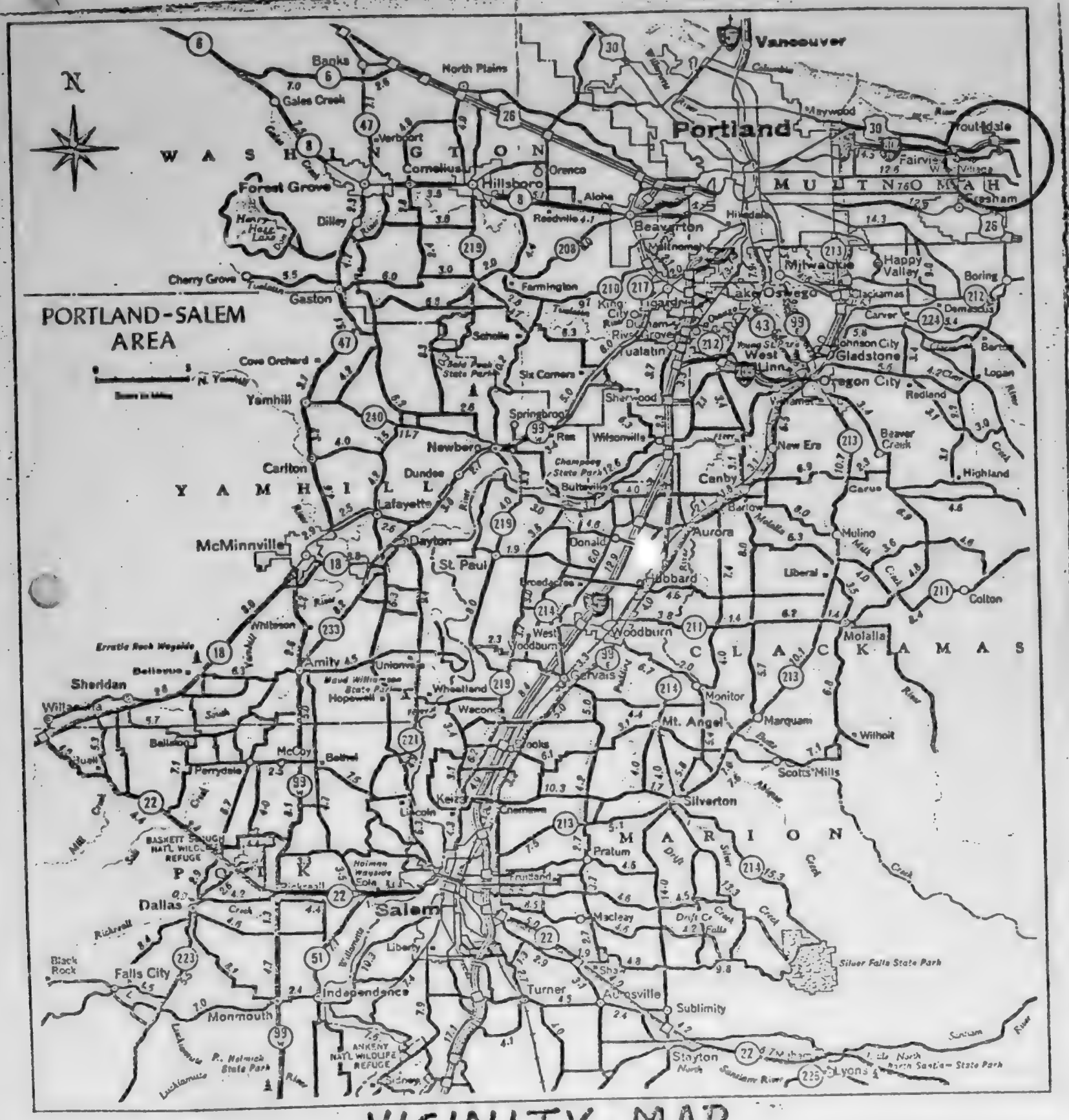
Basis for Type of Action and Documentation: The project may facilitate development in the area; there is question as to whether the proposal is consistent with traffic circulation needs for the area; and, the proposal may be piecemealing what should be a larger transportation project. For these reasons, an analysis beyond the level of an assessment is needed.

D. Recommended Project Category: ____ 1 ____ 2 __x__ 3 ____ 4

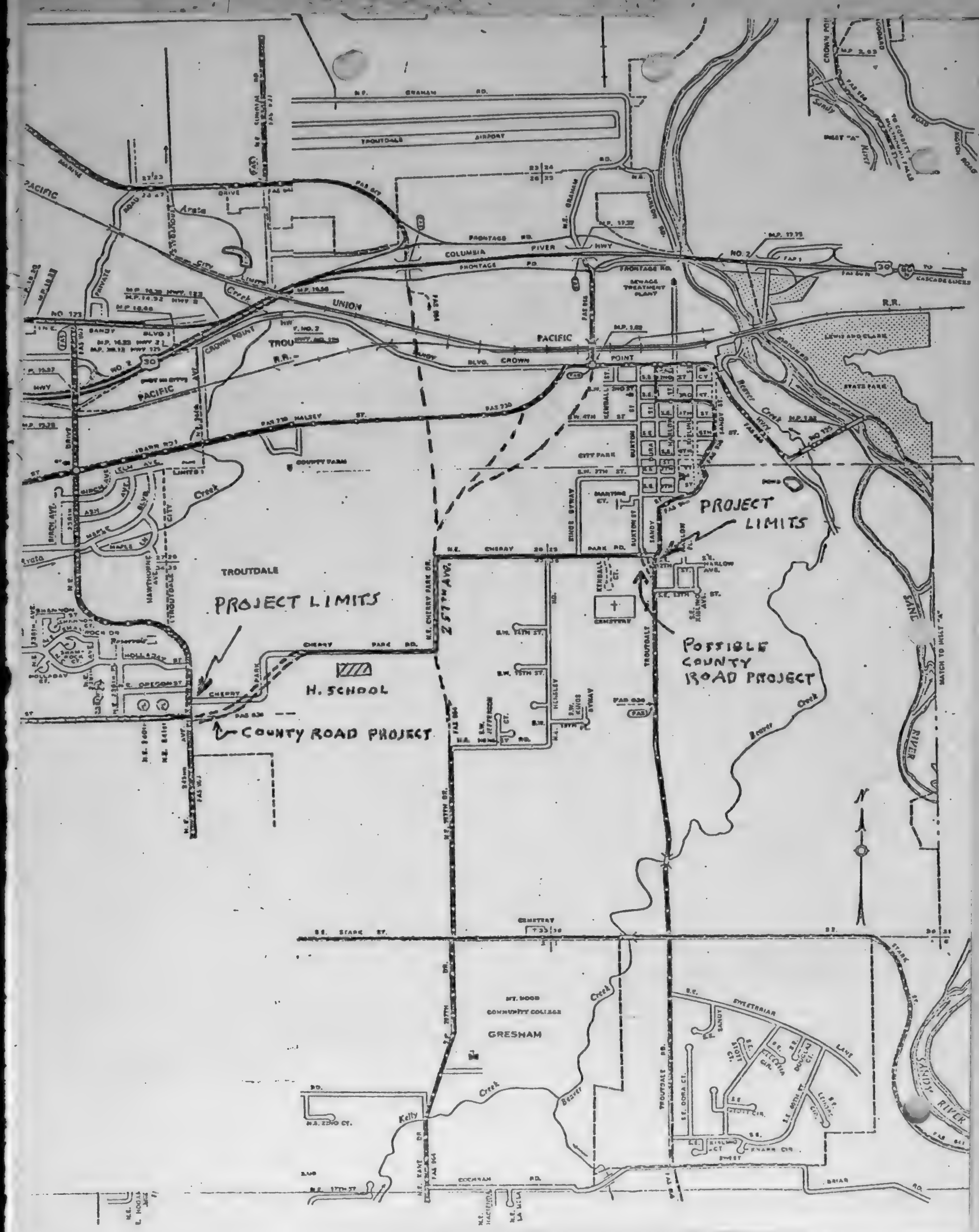
TdL

LCDC GOAL CONFORMANCE CHECKLIST

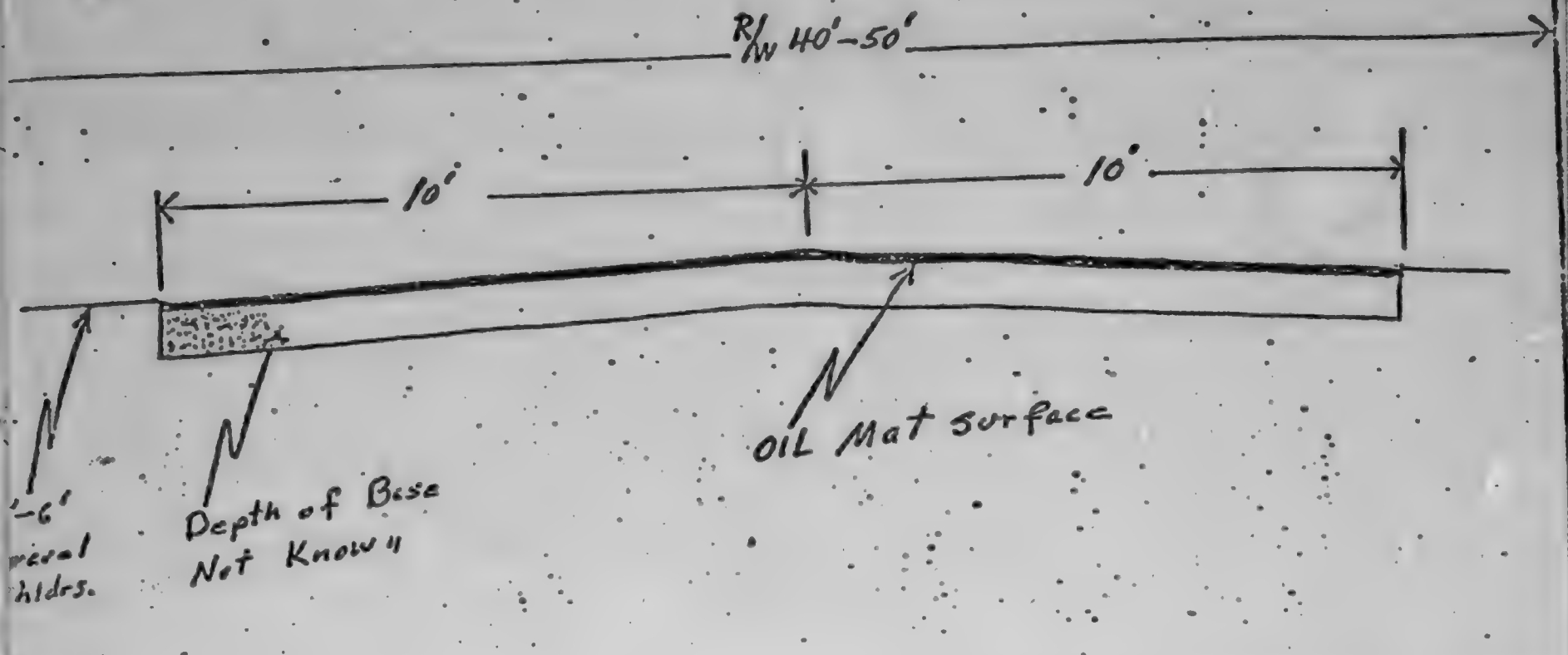
GOAL	Not Applicable	Applicable, Compatible	Applicable, Potential Conflict	See Discussion, P.
1. Citizen Involvement	X			
2. Land Use Planning			X	2
3. Agricultural Lands			X	3 (1); 4 (3)
4. Forest Lands	X			
5. Open, Scenic & Historic	X			
6. Air, Water, Land			X	4 (4)
7. Natural Hazards	X			
8. Recreational Needs	X			
9. Economy	X			
10. Housing		X		
11. Public Facilities		X		
12. Transportation			X	5 (8-6)
13. Energy Conservation	X			
14. Urbanization	X			
15. Greenway	X			
16. Estuarine Resources	X			
17. Coastal Shore Lands	X			
18. Beaches & Dunes	X			
19. Ocean Resources	X			



VICINITY MAP


PROJECT LIMITS
TROUTDALE
PROJECT LIMITS
H. SCHOOL
COUNTY ROAD PROJECT
POSSIBLE COUNTY ROAD PROJECT
GRESHAM
MT. HOOD COMMUNITY COLLEGE
TROUTDALE AIRPORT
PACIFIC
COLUMBIA RIVER HWY
FRONTAGE RD.
SEWAGE TREATMENT PLANT
CROWN POINT
CITY PARK
COUNTY FARM
CEMETERY
Beaver Creek
Kelly Creek
Arata Creek
Sandy River
R.R.
STATE PARK

[illegible] Cherry Park Rd.
242nd To Trootdale Rd.

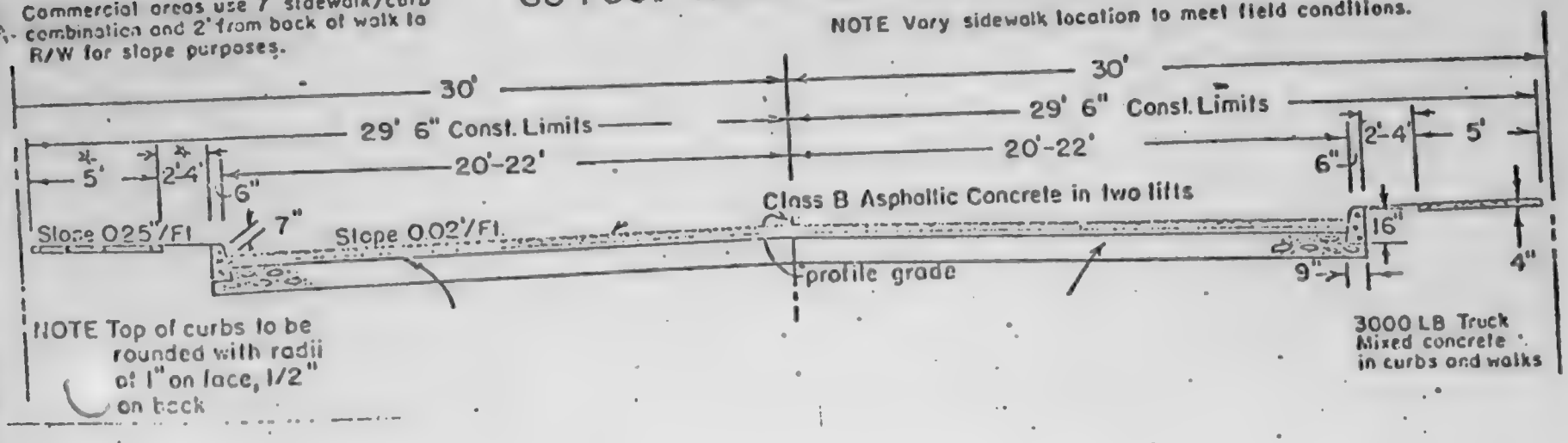


PROPOSED

40-44 FOOT STANDARD COLLECTOR STREET ROADBED
CURBS AND SIDEWALKS
60 FOOT RIGHT-OF-WAY

Commercial areas use 7' sidewalk/curb combination and 2' from back of walk to R/W for slope purposes.

NOTE Vary sidewalk location to meet field conditions.



NOTE Top of curbs to be rounded with radii of 1" on face, 1/2" on back

3000 LB Truck Mixed concrete in curbs and walks

FEDERAL AID PROJECT REQUEST

Date January 23, 1978

Applicant Agency Multnomah County, Oregon
Request for: Off-System____, FAS-C____, FAUS____ Project E-4 Transfer Funds
Federal Aid Route No. FAU 9880 Route Name Cherry Park Road/257th Drive
Project Name ~~Road Reconstruction~~

Project Length 1.62 miles Project Location (Attach sketch map)
Project Description Realign road, construct 40-44 ft. roadbed in a 60 ft. right-of-way with curbs and sidewalks and storm sewers between NE 242nd Avenue and Troutdale Road. Right angle turns will be eliminated.

Average Daily Traffic 2,650 East of 242nd, 900 East of Columbia H.S. Design Speed Posted 25 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 ft Paving Travel Lanes Two Shoulders Gravel
Medians None Parking None
Sidewalks None
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 40-44 ft. Travel Lanes Two Shoulders None
Medians None Parking Adjacent to Curb
Curbed Yes Length Curb Radii
Sidewalk/Bikeway Concrete sidewalks
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 40 ft. Minimum 40 ft. Maximum 50 ft.

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes X No____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Include in project.

4. Permanent Striping:

Include in project or by applicant? Include in project.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location None

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location None

Approximate Size: Length Width

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad _____
   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Multnomah County Dept. of Environmental Services
2. Environmental — " " " " " " Office
3. Public Hearing — " " " " " " Office

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant X State _____ Consultant _____

2. Project construction engineering to be performed by:

Applicant X State _____ Consultant _____

3. Will applicant perform any work prior to or after award of contract?
Yes _____ No X
If "yes," describe briefly: _____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 1,077,000
Right-of-way costs (if participating)	100,000
Traffic control	13,000
Illumination	0
Structures	0
Railroad	0
Other _____	
Preliminary engineering	210,000
PROJECT TOTAL	$ 1,400,000

Remarks $100,000 additional construction cost if 257th Avenue portion is widened to four lanes.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or Multnomah COUNTY

By _____ By Oliver J. Ancona

By _____ By _____

By _____

FORM D

RECOMMENDATION TO THE
OREGON DEPARTMENT OF TRANSPORTATION

PROJECT (HWY) NAME: Cherry Park Road/NE 257th Drive

PROJECT TERMINI: NE 242nd Avenue to Troutdale Road

DESCRIPTION OF CURRENT PROBLEM: This road was constructed as a rural road with a 20 foot oil mat surface and 90 degree turns. The recent residential development and the new high school constructed on Cherry Park Road which opened in the fall of 1977, have made this road inadequate to handle the traffic.

RECOMMENDED CORRECTIVE ACTION: Reconstruct the road to an arterial standard with curbs, sidewalks and storm sewers. Realign the 90 degree corners and provide adequate base and pavement to handle the school bus loads and the increased automobile traffic.

SUBMITTED BY (JURISDICTION) Multnomah County, Oregon

PROJECT DESCRIPTION:
RESPONSIBILITY (AGENCY) Multnomah County
LIMITS NE 242nd Ave. to Troutdale Road
LENGTH 1.62 miles
DESCRIPTION Realign road, construct 40-44' roadbed in a 60 ft. right-of-way with curbs and sidewalks and storm sewers

PROJECT INFORMATION FORM
TRANSPORTATION IMPROVEMENT PROGRAM
PORTLAND-VANCOUVER METROPOLITAN AREA

PROJECT NAME: Cherry P[illegible] Road/257TH DRIVE
I.D. #
APPLICANT MULTNOMAH COUNTY

SCHEDULE:
TO ODOT ____ EIS OK'D ____
PE O'KD ____ BID LET ____
CAT'GY ____ COMPLT ____
HEARING ____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN:
LONG RANGE ELEMENT ____ TSM ELEMENT ____

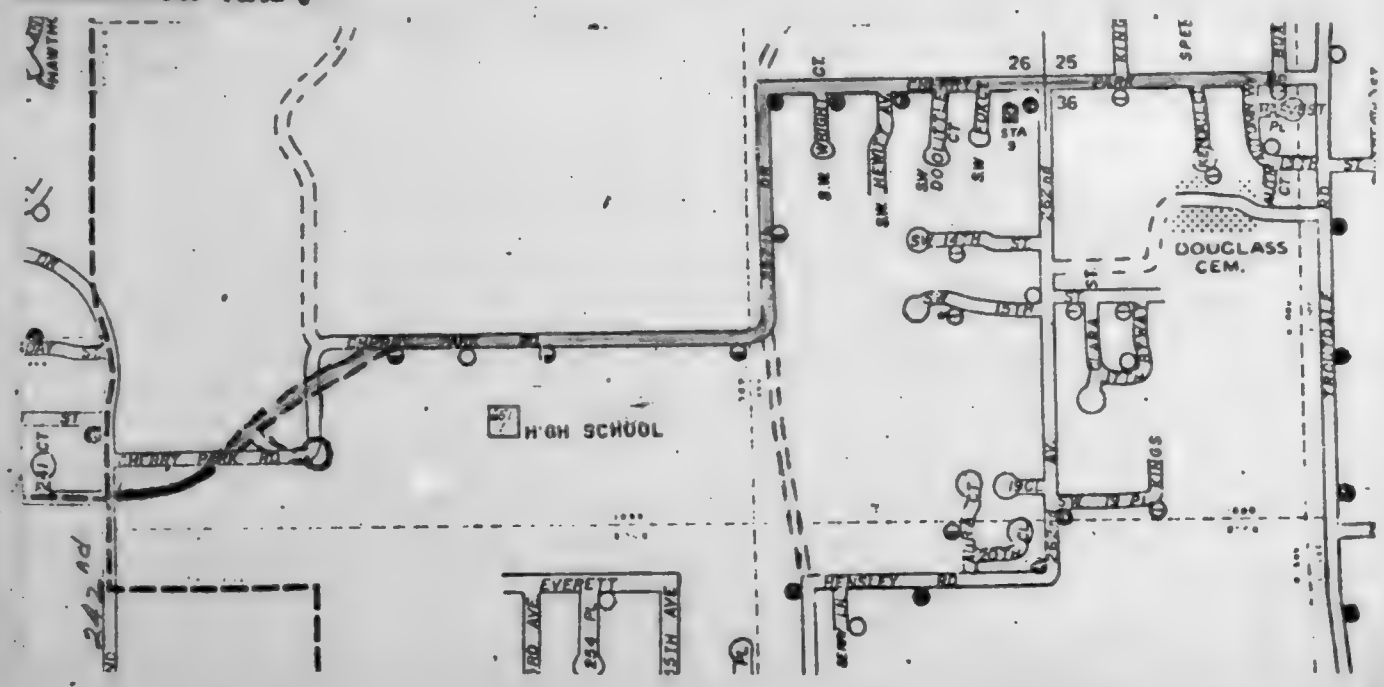
FUNDING PLAN BY FISCAL YEAR ($000)

	FY 77	FY 78	FY 79	FY 80	FY 81	TOTAL
TOTAL	$	210,000				
FEDERAL	$	180,600				
STATE	$					
LOCAL	$	29,400				
	$					
	$					

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIMINARY ENGRG	$ 210,000
CONSTRUCTION	1,077,000
RIGHT OF WAY	100,000
TRAFFIC CONTROL	13,000
ILLUMIN, SIGNS, LANDSCAPING, ETC	0
STRUCTURES	0
RAILROAD CROSSINGS	0
TOTAL	$1,400,000

LOCATION MAP:



SOURCE OF FUNDS (%)

FEDERAL	
FAUS (PORTLAND)	
FAUS (OREGON REGION)	
FAUS (WASH REGION)	
UMTA CAPITAL	
UMTA OPRTG	
INTERSTATE	
FED AID PRIMARY	
INTERSTATE SUBSTITUTION	
E4 Transfer Funds	86%
NON-FEDERAL (MATCH)	
STATE	
LOCAL	14%

CRAG RESOLUTION

BD 780304

FOR THE PURPOSE OF ESTABLISHING PRIORITIES FOR THE EAST MULTNOMAH COUNTY RESERVE ACCOUNT, CATEGORY IV, INTERSTATE TRANSFER FUND.

WHEREAS, The CRAG Board of Directors in Resolution BD 761104 and BD 770505 established a Category IV Reserve Account for East Multnomah County projects, with $5 million of Interstate Transfer funds to be used to fund the federal share; and

WHEREAS, The CRAG Board of Directors in Resolution BD 770604 established procedures and a process to identify and evaluate projects proposed for Category IV funds; and

WHEREAS, The procedures and process (refer to the planning analysis contained in Exhibit A) the East Multnomah County Transportation Committee and by the East Multnomah County Technical Advisory Committee Task Force in developing projects for consideration for funding approval from the Category IV reserve and are documented in the attached report entitled, Planning Analysis for Category IV East County Reserve Funds; and

WHEREAS, The East Multnomah County Transportation Committee has requested that priorities be established and that federal funds be authorized for selected projects; and

NOW THEREFORE BE IT RESOLVED, That federal 103(e)(4) funds be authorized from the Category IV reserve, as follows:

Halsey Street/238th Intersection Improvement (PE/ROW/CONSTRUCTION)	$215,000
Signalization of Fairview Avenue at Halsey Street and at Sandy Blvd. (PE/CONSTRUCTION)	$ 78,000
Preliminary Engineering for Widening of 182nd Avenue Between Powell Blvd. and Division Street	$115,000

Preliminary Engineering for the extension of 221st Avenue between Powell Blvd. and Towle Road, the reconstruction to an Urban Standard Road between Johnson Creek and Butler Road. $284,000

Preliminary Engineering for the reconstruction and realignment of Cherry Park Road/257th Avenue between 242nd Avenue and Troutdale Road. $181,000

$873,000

BE IT RESOLVED, That the residual amounts remaining in the East Multnomah County Reserve account be retained, and

BE IT FURTHER RESOLVED, That Multnomah County should work cooperatively in undertaking the preliminary engineering with Tri-Met in order to maximize transit opportunities; and

BE IT FURTHER RESOLVED, That the Board of Directors finds that the projects are in accordance with the region's continuing, cooperative comprehensive planning process, are incorporated in the Transportation Plan and the fiscal year 1978 Annual Element of the Regional Transportation Improvement Program and hereby are given affirmative A-95 approval; and

BE IT FURTHER RESOLVED, That the Board of Directors hereby directs and authorizes the Executive Director to forward this resolution to the Governor through the Department of Transportation for his consideration and submission to the United States Department of Transportation and to take other action as necessary to carry out the purposes of this resolution; and

BE IT FURTHER RESOLVED, That local jurisdictions and Multnomah County will forward assurance of the availability of local match for all projects in a timely fashion; and

BE IT FURTHER RESOLVED, That Multnomah County is authorized to forward project applications and other documentation to the Oregon Department of Transportation as required to initiate project development in accordance with this resolution.

ADOPTED by the CRAG Board of Directors, this 23rd day of March, 1978.

By Denton U. Kent, Executive Director

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	CONSTRUCTION CONTRACTS
ARRANGEMENT OF RECORDS	BY CONTRACT NUMBER
INDEX	

INDEXING BEGINS WITH : 9405 ENDS WITH 9435

FLASH CARDS:

REMARKS: _____

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	231	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 10th DAY OF November 1992 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan A. Cokeley

SIGNATURE OF CAMERA OPERATOR